

Senate Appropriations
Committed Hearings
THE SUPPLEMENTAL APPROPRIATION BILL, 1956

HEARINGS
BEFORE THE
COMMITTEE ON APPROPRIATIONS
UNITED STATES SENATE
EIGHTY-FOURTH CONGRESS
FIRST SESSION
ON
H. R. 7278
AN ACT MAKING SUPPLEMENTAL APPROPRIATIONS FOR
THE FISCAL YEAR ENDING JUNE 30, 1956, AND
FOR OTHER PURPOSES

Printed for the use of the Committee on Appropriations



THE SUPPLEMENTAL APPROPRIATION BILL, 1956

THURSDAY, JULY 7, 1955

UNITED STATES SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D. C.

The subcommittee met at 2 p. m., pursuant to call, in room F-39, the Capitol, Hon. Dennis Chavez (chairman of the subcommittee) presiding.

Present: Senators Chavez, Stennis, and Dworshak.

DEPARTMENT OF DEFENSE

MILITARY CONSTRUCTION

STATEMENTS OF HON. FRANKLIN G. FLOETE, ASSISTANT SECRETARY OF DEFENSE (PROPERTIES AND INSTALLATIONS); MR. ROGER W. FULLING, DIRECTOR OF CONSTRUCTION; MR. EDWARD J. SHERIDAN, CHIEF, PROJECT DIVISION; MAJ. GEN. PAUL F. YOUNT, CHIEF OF TRANSPORTATION, DEPARTMENT OF THE ARMY

OPENING STATEMENT OF CHAIRMAN

Senator CHAVEZ. The committee will come to order.

This afternoon we begin hearings on supplemental appropriations for the Department of Defense for military construction. We will consider those items in House Document 210, totaling \$1,480 million, appropriations and \$800 million transfers of funds.

Of this amount, \$545 million is for "Military construction, Army," \$528,550,000 for "Military construction, Navy," and \$1,200 million for "Military construction, Air Force."

Before we are through, we shall also consider other items in the document for access roads and loran stations for the Department of Defense and \$59,500 for the Central Intelligence Agency.

We are happy to have you and your associates with us today, Mr. Floete. We will make the communication from the President, which is House Document No. 210, a part of the record.

(The document referred to follows:)

[H. Doc. No. 210, 84th Cong., 1st sess.]

COMMUNICATION FROM THE PRESIDENT OF THE UNITED STATES TRANSMITTING A DRAFT OF A PROPOSED PROVISION PERTAINING TO THE CENTRAL INTELLIGENCE AGENCY AND PROPOSED SUPPLEMENTAL APPROPRIATIONS FOR THE FISCAL YEAR 1956, IN THE AMOUNT OF \$1,480,000,000, FOR THE DEPARTMENT OF DEFENSE

THE WHITE HOUSE,
Washington, July 1, 1955.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIR: I have the honor to transmit herewith for the consideration of the Congress a draft of a proposed provision pertaining to the Central Intelligence Agency

and proposed supplemental appropriations for the fiscal year 1956, in the amount of \$1,480,000,000 for the Department of Defense.

The details of these proposed appropriations, the necessity therefor, and the reasons for their submission at this time are set forth in the attached letter from the Director of the Bureau of the Budget, with whose comments and observations thereon I concur.

Respectfully yours

DWIGHT D. EISENHOWER.

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET,
Washington 25, D. C., June 30, 1955.

The PRESIDENT,
The White House.

SIR: I have the honor to submit herewith for your consideration a draft of a proposed provision pertaining to the Central Intelligence Agency and proposed supplemental appropriations for the fiscal year 1956, in the amount of \$1,480,000,000, for the Department of Defense, as follows:

"CENTRAL INTELLIGENCE AGENCY

"CONSTRUCTION

"For the acquisition of land and construction of a Central Intelligence Agency headquarters installation, in the District of Columbia or elsewhere, and acquisition of land for and construction of roads, as authorized by the Act of —, 1955 (Public Law —), to remain available until expended, \$59,500,000, to be derived from unobligated balances of appropriations made available to the Central Intelligence Agency for the fiscal years 1953 and 1954.

"DEPARTMENT OF DEFENSE

"INTERSERVICE ACTIVITIES

"ACCESS ROADS

"For advances to the Bureau of Public Roads, Department of Commerce, for the purposes of section 6 of the Defense Highway Act of 1941 (55 Stat. 765), as amended, and section 12 of the Federal-Aid Highway Act of 1950 (64 Stat. 785), as amended, when projects authorized therein are certified as important to the national defense by the Secretary of Defense, [\$13,500,000] \$2,250,000, to remain available until expended.

"LORAN STATIONS

"For construction of additional Loran Stations by the Coast Guard, to remain available until expended, \$4,200,000, which shall be transferred to the appropriation, 'Acquisition, construction, and improvements', Coast Guard.

"DEPARTMENT OF THE ARMY

"MILITARY CONSTRUCTION, ARMY

"For acquisition, construction, installation, and equipment of temporary or permanent public works, military installations, and facilities, for the Army, as authorized by the Act of September 28, 1951 (Public Law 155), the Act of July 14, 1952 (Public Law 534), the Act of August 7, 1953 (Public Law 205), the Act of July 27, 1954 (Public Law 534), the Act of September 1, 1954 (Public Law 785), and the Act of —, 1955 (Public Law —), without regard to sections 1136 and 3734, Revised Statutes, as amended; including hire of passenger motor vehicles; to remain available until expended, \$545,000,000, to be derived by transfer from the appropriation for 'Procurement and production, Army'.

"DEPARTMENT OF THE NAVY

[Public Works, Navy]

"MILITARY CONSTRUCTION, NAVY

"For an additional amount for acquisition, construction, installation, and equipment of temporary or permanent public works, naval installations, and facilities

Senator STENNIS. It is in the bill, is it not, Mr. Floete, or will be?
Mr. FLOETE. Yes, sir.
Senator STENNIS. I suppose the justification for that will come from the CIA?
Mr. FLOETE. Yes, sir. Mr. Dulles is handling that.
Senator CHAVEZ. \$59,500,000.
Senator STENNIS. It was not authorized for that amount; it was reduced.
Mr. FLOETE. That should be justified by the Central Intelligence Agency. We have not actually been in it.
Senator CHAVEZ. We cannot know what the agreed figures are until we get the report of the authorization.
Mr. FLOETE. Yes, sir.

ACCESS ROAD AT KEESLER FIELD

Senator STENNIS. May I ask a minor matter of Secretary Floete that I have taken up before our committee? You have a budget request of \$2,250,000 for military access roads. That is in your statement?
Mr. FLOETE. Yes, sir.
Senator STENNIS. Since those budget figures were approved, you are familiar with a small amendment that was put on in the authorization bill to cover a special situation down in Keesler Field?
Mr. FLOETE. \$350,000.
Senator STENNIS. An access road that we thought would require some special legislation to cover the peculiar facts of the case?
Mr. FLOETE. Yes, sir.
Senator STENNIS. That \$350,000 was approved?
Mr. FLOETE. Yes, sir.
Senator STENNIS. You are familiar with that project, Mr. Secretary, and you can include in your recommendation the \$350,000?
Mr. FLOETE. I have looked into it. I think it would be a good idea to increase that.
Senator STENNIS. You are limited with your budget figure here?
Mr. FLOETE. That is the thing that bothers me. This amount has been cleared with the Bureau of the Budget, you see—the \$2,250,000.
Senator STENNIS. I don't want to embarrass you on that point at all, but the merits of the project are familiar to you?
Mr. FLOETE. Yes, sir.
Senator STENNIS. And on the meritorious basis you can say it is a worthy project, is that correct?
Mr. FLOETE. Yes, sir. I would be hopeful that maybe within the \$2,250,000 it would have sufficient priority.
Senator STENNIS. I appreciate that statement very much.
Senator CHAVEZ. The committee, Mr. Secretary, has informed witnesses who come over here that we understand the functions of the Budget Bureau, but you folks know what you are doing and we would like to know if you need it and not what the Budget Bureau says; I mean from the standpoint of the professional, the one who has the duty to perform.
Senator STENNIS. Mr. Chairman, I understand this item was just authorized, you might say, yesterday. It had not been officially approved yet by final confirmation.

The Secretary had looked into this matter, and his answer is satisfactory to me. It has been delayed so long that I would not want to take a chance on money being squeezed out of the \$2,250,000, which is already very small according to the needs. I would ask that it be included at the proper time.

Senator CHAVEZ. That should be the test, the need. If it is needed, all right—irrespective of the Budget Bureau.

Senator STENNIS. I was not complaining of the Budget Bureau on that point, Mr. Chairman.

Senator CHAVEZ. I realize that.

Thank you, Mr. Secretary.

Senator STENNIS. While the next witnesses come to the table, I would like to say on the authorization bill that we combed it very fine and have gone over it carefully and found that had already been done by the services and by Secretary Floete. It was authorized almost as submitted.

Senator CHAVEZ. Secretary Stevens, the committee understands that you people in the Defense Department are very busy. So when you get through with your statement, any questions that might be asked will be done of others and you may proceed with your work.

DEPARTMENT OF THE ARMY

STATEMENTS OF HON. ROBERT T. STEVENS, SECRETARY OF THE ARMY; BRIG. GEN. C. R. HUTCHINSON, CHIEF, BUDGET DIVISION OFFICE, COMPTROLLER OF THE ARMY; COL. W. R. SHULER, CHIEF, CONSTRUCTION DIVISION OFFICE, DIRECTOR OF INSTALLATIONS, DEPUTY CHIEF OF STAFF FOR LOGISTICS; R. B. FOSTER, JR., CHIEF, PUBLIC WORKS PLANNING BRANCH, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, DEPUTY CHIEF OF STAFF FOR LOGISTICS; COL. S. MALEVICH, ASSISTANT FOR ARMY CONSTRUCTION OFFICE, ASSISTANT CHIEF OF ENGINEERS FOR MILITARY CONSTRUCTION; AND H. B. ZACKRISON, CHIEF, ENGINEERING DIVISION OFFICE, ASSISTANT CHIEF OF ENGINEERS FOR MILITARY CONSTRUCTION

PREPARED STATEMENT

Mr. STEVENS. Thank you, Mr. Chairman. I appreciate that. I do not know how you would like me to proceed. I have a short statement which I might highlight and insert in the record.

Senator CHAVEZ. Without objection it will be inserted in the record at this point.

(The statement referred to follows:)

STATEMENT OF THE SECRETARY OF THE ARMY ON FISCAL YEAR 1956 MILITARY CONSTRUCTION, ARMY APPROPRIATION

Mr. Chairman and gentlemen, It is a pleasure to appear before this subcommittee to present the Department of the Army request for appropriations for the fiscal year 1956 under the heading, "Military Construction, Army."

As the committee is aware, this is the first time since fiscal year 1953 that the Army has requested an MCA appropriation. Large unobligated balances available to the Army accruing from appropriations made during the Korean hostilities

proving, I think there is no question but that they will need the total amount as indicated at the top of page 19.

You see, actually the Army has had no appropriations at all for the last year or the year before. The year before they got \$584 million. So they have about run out. The Navy got \$98 million last year and nothing the year before and \$363 million the year before that. So they are in about the same position.

Even the Air Force last year got \$630 million and the year before \$241 million. So all of the services, I feel, are in a position where they need all of this money. I think they can get it all under contract and do a great deal toward getting this job complete.

The following pages I will not take the time to go over in detail. They show the percentage by categories for the items in this bill. I will just mention that the Army section, "Operational Training Facilities," represents 36 percent; troop housing, 17 percent; and family housing, 23 percent.

RESEARCH AND DEVELOPMENT CONSTRUCTION

Senator CHAVEZ. Why is research and development so small?

Mr. FLOETE. Research and development appears in many places.

Senator CHAVEZ. Does that include the three services?

Mr. FLOETE. No. This is merely the Army.

Senator STENNIS. This is just construction projects for research and development, Mr. Chairman.

Senator CHAVEZ. I understand.

Mr. FLOETE. Similarly, on page 21, the Navy on operational facilities expects to spend 58 percent; 12 percent on troop housing; and 11 percent on family housing. Their research and development, you know, is 5.7. Again that is for construction facilities.

The Air Force will spend 19 percent on pavements, 17 percent on operational facilities; and 12 percent on family housing.

I have a great many more figures here to show how this is spent, but rather than read them I would prefer to submit them for the record. (The information referred to follows:)

The categories for the Army are as follows:

Categories	Appropriation	Appropriation, percent of total
1. Operational and training facilities.....	\$194,232,000	36.6
2. Maintenance and production facilities.....	18,570,000	3.5
3. Research, development, and test facilities.....	11,088,000	2.1
4. Supply facilities.....	11,369,000	2.1
5. Hospital and medical facilities.....	8,490,000	1.6
6. Administrative facilities.....	3,786,000	.7
7. Troop housing and community facilities.....	88,035,000	16.6
8. Family housing.....	122,204,000	23.0
9. Utilities and ground improvements.....	23,187,000	4.4
10. Real estate.....	37,773,000	7.1
11. Emergency construction.....	3,000,000	.6
12. Advance design.....	9,200,000	1.7
Total.....	530,994,000	100.0
Adjustment.....	29,648,000	
Appropriation request.....	501,346,000	

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The categories for the Navy are as follows:

Categories	Millions	Percent
1. Operational facilities.....	\$379.8	58.5
2. Troop housing and messing.....	80.5	12.5
3. Training facilities.....	11.0	1.7
4. Research and development.....	37.2	5.7
5. Welfare and recreation.....	16.0	2.5
6. Land acquisition (for construction).....	14.5	2.2
7. Flight path clearance.....	23.0	3.6
8. Pollution abatement.....	15.1	2.3
9. Family housing.....	69.4	11.0
Total.....	646.2	100.0
Adjustment.....	-115.9	
Appropriation request.....	530.3	

The categories for the Air Force are as follows:

Categories	Appropriation	Appropriation percent of total
1. Pavements.....	\$272,846,000	19.1
2. POL.....	125,181,000	8.7
3. Communications.....	12,522,000	.9
4. Operations.....	247,365,000	17.2
5. Aircraft maintenance.....	105,757,000	7.4
6. Training.....	42,432,000	3.0
7. Barracks and mess.....	103,121,000	7.2
8. Family housing.....	168,422,000	11.7
9. Utilities.....	64,997,000	4.5
10. Real estate.....	9,189,000	.6
11. Research and development.....	78,841,000	5.5
12. Medical.....	27,808,000	1.9
13. Storage.....	42,473,000	3.0
14. Recreation.....	40,642,000	2.8
15. Administration.....	26,285,000	1.8
16. Base shops.....	8,477,000	.6
17. Docks.....	735,000	.1
18. Design and miscellaneous.....	57,543,000	4.0
Total.....	1,434,636,000	100.0
Adjustment.....	227,548,000	
Appropriation request.....	1,207,088,000	

Mr. FLOETE. I would like to make one more point; that is, the fact that of the amounts requested in this appropriation bill, 90 percent of them are included in the authorization bill that just passed the Congress, which indicates how urgent these particular items are. Only 10 percent of them come from prior appropriations.

Senator CHAVEZ. The Air Force has 86 percent.

Mr. FLOETE. Yes, sir.

Mr. Chairman, that concludes my statement.

Senator CHAVEZ. Senator Stennis, do you have any questions?

CENTRAL INTELLIGENCE AGENCY BUILDING

Senator STENNIS. I think the Secretary has covered the matter. He did not mention expressly this building for the Central Intelligence Agency which is somewhat beyond your category, but still it comes in your bill. That was approved at \$49 million for the cost of the building and \$9,500,000 for the parkway, if they utilize this Langley site up the river.

Senator CHAVEZ. Is there a request before the House to hear this?

THE SUPPLEMENTAL APPROPRIATION BILL, 1956

FRIDAY, JULY 15, 1955

UNITED STATES SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D. C.

The subcommittee met in executive session, pursuant to notice, at 10 a. m., in room F-39, the Capitol, Hon. Dennis Chavez, chairman of the subcommittee, presiding.

Present: Senators Chavez, Hayden, Ellender, Robertson, Magnuson, Stennis, Saltonstall, Young, and Knowland.

CENTRAL INTELLIGENCE AGENCY

STATEMENT OF ALLEN W. DULLES, DIRECTOR OF CENTRAL INTELLIGENCE; LAWRENCE K. WHITE, DEPUTY DIRECTOR; EDWARD R. SAUNDERS, COMPTROLLER; WALTER L. PFORZHEIMER, LEGISLATIVE COUNSEL; AND HARBIN S. CHANDLER, LOGISTICS, CENTRAL INTELLIGENCE AGENCY

GENERAL STATEMENT

Senator CHAVEZ. The committee will come to order.

Due to the fact that Mr. Dulles has some information pertaining to technical matters, and other reasons, he has requested that the committee permit him to testify in executive session, and directly after he gets through with that information, we will go into open session, and he will be here with us to answer questions.

Mr. DULLES. Mr. Chairman, this is Colonel White on my left, who is one of my deputy directors. Also with me are Mr. Chandler, an architect who has been working particularly on this question of the site, Mr. Pforzheimer, legal liaison officer; and Mr. Saunders, who is my comptroller.

BUILDING FOR CIA

We very deeply appreciate this opportunity to appear before you on this question of a building for CIA. This matter has been up from time to time since 1951. We have in the authorization bill, H. R. 6829, under title IV, an authorization to the Director of Central Intelligence to spend not to exceed \$46 million for the construction of the installation and \$8,500,000 for transfer to the National Capital Planning Commission and the Department of the Interior for land and construction to extend the George Washington Memorial Parkway from its present terminus to the site of the research station of

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the Bureau of Public Roads at Langley in Fairfax County, Va. If the building is not placed at Langley, then the \$8,500,000 will not be available for obligation.

Then in the alternative the title that I referred to authorizes the Director of Central Intelligence to expend not to exceed \$1 million for the acquisition of an alternative site.

Senator CHAVEZ. Under the same title.

Mr. DULLES. Under the same title, sir, title IV. Chapter III of H. R. 7278, the supplemental appropriation bill, which is now before you, appropriates \$3 million for CIA to prepare detail plans and specifications rather than the full amount of the authorization.

NEED FOR BUILDING

First as to our need for a building, we are now scattered in 34 different buildings, largely in the District of Columbia.

Senator ELLENDER. Mr. Dulles, who owns those buildings?

Mr. DULLES. They are mostly temporary Government buildings. I have a chart here which shows where those buildings are. We also lease a small number of buildings.

(Discussion off the record.)

Mr. DULLES. [Pointing to chart.] Our main headquarters are as shown on the chart. That is my office. That complex there in the north are permanent buildings. That was part of the old naval hospital at 24th and E.

Senator CHAVEZ. The old naval hospital.

Mr. DULLES. Yes, sir. The balance of that block over there is now occupied by naval buildings. Those are good buildings, but they are wasteful as to space, because they are built for hospital purposes, rather than offices.

(Discussion off the record.)

EFFECT OF SCATTERED OFFICES

Senator CHAVEZ. Another point, Mr. Secretary, when you are scattered as you are in Washington, you must lose thousands of man-hours in a year due to the fact that you don't have a centralized building.

Mr. DULLES. We have a chart to show that, I think we lose 20 percent efficiency and a great deal of money.

Senator CHAVEZ. And time.

Mr. DULLES. And time, yes, sir.

Senator STENNIS. Mr. Dulles, suppose you point out to the committee where you have to carry these records back and forth from one of these buildings to another. That impressed me more than any one fact.

Mr. DULLES. Here is our headquarters establishment. If I want to consult with anyone, they have to come from these buildings. The security is not good. These are temporary buildings that are in very bad shape. If you went down there and saw the conditions under which the people are working in those buildings, you would realize it. They should have been taken down years ago. There is a problem of morale. I went through the buildings the other day. Someone said the buildings are not neat. It is quite true. I started

a campaign on that. If any of us worked in those buildings I doubt we would keep them neat, because the conditions of the buildings are such that you can't really keep them neat.

FIRE RISKS

Senator CHAVEZ. Are there any fire risks?

Mr. DULLES. Yes, sir. We are worried all the time about the possible effect on our records. We had in one of these buildings the other day, this one here, a flood. Some of our very valuable records were seriously damaged.

Senator ELLENDER. What is that little body of water there?

Mr. DULLES. That is the Tidal Basin. That is the Reflection Pool.

Senator ELLENDER. What is the area you have from the Reflection Pool on south to where your last building is?

Mr. DULLES. Down here?

Senator ELLENDER. Yes.

Mr. DULLES. What is the distance?

Senator ELLENDER. No; what is the area? Is that all owned by the Government?

Mr. DULLES. Yes.

Mr. WHITE. That is called West Potomac Park. Those are the old WAVE barracks.

Senator ELLENDER. Why would it not be practical to put the building there instead of buying land somewhere else?

Mr. DULLES. I would be glad to do that. We discussed that with the executive branch of the Government and the feeling is very strong that the CIA building should not be located where it would further aggravate the traffic problem of the District. When these plans for the new Potomac bridge that are indicated on this map are carried through, if they are carried through, the new approaches and new bridges will mean that many of our buildings will not be there any more. Either you have to take these buildings away or give up the general program for a bridge or a tunnel to get your traffic in and out of Washington to and from Virginia.

Senator STENNIS. The authorization bill that authorizes this building carries a proviso that when these buildings are vacated, they shall be demolished. The idea is to get them out of the way. They will not be displacing anybody because at that time they will be moving out anyway.

Senator SALTONSTALL. I personally believe all those buildings should be destroyed. Those by the Reflecting Pool certainly should be destroyed, and the barracks between the Tidal Basin and the others are an interference with what is really a lovely playground area.

Senator ELLENDER. It is a mighty expensive playground.

Senator SALTONSTALL. I have no comment.

(Discussion off the record.)

Mr. DULLES. This chart indicates the estimated savings we feel we could effect if we were in one building. I indicate our present cost for various services, and the estimated cost in case we have one building. The cost of guard service would be cut from \$1,100,000 to \$320,000. Reception staff would be cut from \$110,000 to \$30,000. The shuttle service we now have between our buildings would be cut out. We would have to have some bus service with the Pentagon and other

offices but our entire interbuilding shuttle service would be eliminated entirely. Cost for couriers and messengers would be cut almost in half. Telephone mileage charges between our respective buildings would be eliminated. Building services officers would be cut by \$50,000. We would give up our rental charges. Our buildings are falling to pieces and we have had to put \$1,332,000 for alterations of our buildings and moving out of some buildings and into other buildings. That would be cut down to a rather small figure. This loss of time would be eliminated. I believe we lose about 10 percent of our effective time scattered as we are.

(The chart referred to follows:)

New building would save the taxpayer approximately \$2,920,000 annually

Item	Present costs	Estimated costs in one new building	Estimated savings in one new building
Guard service.....	\$1,173,000	\$320,000	\$853,000
Reception staff.....	110,000	30,000	80,000
Shuttle service.....	36,800		36,800
Couriers and messengers.....	213,200	143,300	69,900
Telephone mileage charges.....	32,800		32,800
Building services officers.....	125,000	75,000	50,000
Rents.....	138,500		138,500
Alterations and moving.....	1,332,000	300,000	1,032,000
Loss of time.....	607,000		607,000
TWX service.....	45,000	20,000	25,000
Total.....	3,808,300	888,300	2,920,000

SAVINGS TO BE EFFECTED BY NEW BUILDING

Senator ELLENDER. If you have the building you have in mind you could cut your budget by \$3 million approximately in round figures.

Mr. DULLES. Yes, sir, that would amortize the building.

I would like to pass now to our plans for a building and what we have in mind. We have given this study over a 4-year period. This chart shows what we are planning for. There is a total gross space of 2,300,000 square feet. The net office space is divided up as indicated there. Then the cafeteria and utility shops are also indicated here. We have a planned ratio of office space to other space which is higher than that in most other Government buildings. We are trying to make this a building of utility. There are no frills. We are not providing any frills. We don't want them.

The ratio of net space to gross is 7 to 10, which is about the highest in the Government.

(Discussion off the record.)

Senator ROBERTSON. Mr. Chairman, I would like to ask Mr. Dulles 1 or 2 questions.

HOUSE ACTION

Mr. Dulles, do you know what action was taken in the Appropriations Committee on this item?

Mr. DULLES. Yes, sir.

Senator ROBERTSON. I mean in the House.

Mr. DULLES. Yes, sir.

Senator ROBERTSON. What did they do?

Mr. DULLES. They appropriated \$3 million for the preparation of detailed plans and specifications of a Central Intelligence Agency

headquarters installation in the District of Columbia or elsewhere as authorized by the act of July 15, 1955 (Public Law 161), to remain available until expended, \$3 million to be derived from unobligated balances of appropriations made available to the Central Intelligence Agency for the fiscal years 1953 and 1954.

Our problem, Senator, with that is this: That does not appropriate any money to get a site.

Senator CHAVEZ. You don't need planning money until you have a site.

Mr. DULLES. I have to have a site before I can begin to plan. If I was in the District of Columbia I would build one kind of building. If I was out of the District of Columbia, as I expect to be, I would build another type of building. If I had one contour of land, I would build one type, and if I had another, I would build another type. I don't want to waste the taxpayers' money for drawing up plans for buildings that are not to be constructed.

Senator ROBERTSON. What was the action on the floor of the House on this item?

Mr. PFORZHEIMER. Sir, my understanding is that the military construction bill was stricken on a point of order in the House yesterday, because the authorization bill itself had not been signed by the President.

Senator STENNIS. The House committee recommended this. They passed on it, and the House committee recommended what Mr. Dulles has related. But the whole thing went out on a point of order on the floor.

Senator ROBERTSON. There was a reservation and comment when the point of order was made that we want to go forward with this or was there a point of order and nobody said anything?

Mr. PFORZHEIMER. The point of order was made.

Senator ROBERTSON. And nobody asked for a comment on the reservation on the ground it had not been authorized, and even the \$3 million went out?

Senator CHAVEZ. That is what I wish you would discuss, Mr. Dulles, that is, the money items. The House took a certain kind of action. What do you desire this committee to do if you had your way?

FUNDS FOR SITE ACQUISITION

Mr. DULLES. Mr. Chairman, what I would like the committee to do would be to include the \$3 million, which is adequate, as far as plans, and so forth, are concerned. I don't expect to spend it all. I will be as economical as I can. But that is plenty for that. But I need between now and the next time we meet next year, under the authorization, money for a site so I can acquire a site and I can plan realistically.

Senator CHAVEZ. Have you an estimate of that?

Mr. DULLES. Yes, sir. There are two alternatives. \$1 million would be adequate for a site in the general area of Virginia where we would propose to go in case the Langley site was not approved. After mature study, I think the Langley site, looking at the development of Washington and its relation to the other areas that I must deal with, is the best site. It is not the only site.

LANGLEY SITE REQUIREMENTS

Senator CHAVEZ. Suppose it were determined that the Langley site is the best site. How much money would you need to acquire that?

Mr. DULLES. Then I would need \$4 million for next year to acquire the right-of-way and start construction on the George Washington Memorial Highway to be extended to that site.

Senator ROBERTSON. If you chose the Langley site, in addition to what the building would cost, would the Government have to spend approximately \$8 million in building a four-lane highway out to you in order to utilize that site?

Mr. DULLES. I understand, Senator, and you know better than I, that this is a part of the Government planning. That is to be carried out within a reasonably short period of time. Of course, that can change.

Senator ROBERTSON. In other words, they are going to spend it anyway some day.

Mr. DULLES. Some day they are going to spend it.

Senator ROBERTSON. How much would be involved immediately on that parkway if you have this Langley site?

Mr. DULLES. We would expect that there would be spent in the next fiscal year \$4 million. To complete it would be another four million five.

Senator ROBERTSON. How much would the Government have to spend for improved highways to the site?

Mr. DULLES. That would be all, sir.

Senator ROBERTSON. Four million dollars on the highways?

Mr. DULLES. No, sir, \$8,500,000.

Senator ROBERTSON. That is over and above what the building is going to cost?

Mr. DULLES. Yes, sir.

Senator ROBERTSON. If you get the planning money plus the 4 million for buying the site—

Mr. DULLES. One million would be ample to buy the site. In case I go to Langley I don't have to put any money into the site, because that is Government property. I don't need money. But I do need the alternative. If I go to Langley I have to have money to start the roadway.

Senator ELLENDER. How do you get there now?

Mr. DULLES. They get there on a very inadequate road, Highway 123, which is a two-lane highway, and could not carry any more traffic. It has difficulty, as you know, carrying the traffic today.

Senator ROBINSON. If you go out there Sunday afternoon, you are liable to be tied up an hour before you get to Chain Bridge.

Mr. DULLES. Yes, sir.

Senator ROBERTSON. I have seen it bumper to bumper on Sunday afternoon for 3 hours.

Mr. DULLES. I understand the Parkway is eventually going to be built. You look at this from the point of view of the way Washington is growing. It is perfectly obvious that as soon as there are bridges, Langley will be one of the most accessible areas for our employees. One of the reasons we want to go to that site is that our employees

will be going against the normal flow of Washington traffic. The traffic problem in Washington is very serious.

Senator CHAVEZ. Where is Chain Bridge?

Mr. DULLES. It is here, sir.

TIME REQUIRED FOR COMPLETION OF BUILDING

Senator ROBERTSON. Mr. Dulles, suppose you get your planning money this year and your \$4 million, and you choose Langley, which would be free land, how long would it be before you could occupy this building?

Mr. DULLES. Two and a half years.

Mr. WHITE. Between 2 and 3 years.

Mr. DULLES. (Pointing to map.) I don't think the time of occupation differs at all as to whether we take this site here at Langley or one of these other sites. We have tentatively narrowed our thinking to these two areas. We have looked at many other sites and for various reasons these two seem the best.

Senator ELLENDER. What are the two that you are pointing to there?

Mr. DULLES. These three here you mean?

Senator ELLENDER. Yes.

Mr. DULLES. This is the Winkler tract.

Senator ELLENDER. Is that in Maryland or Virginia?

Mr. DULLES. That is in Virginia.

(Discussion off the record.)

DATE AGENCY WAS ESTABLISHED

Senator ROBERTSON. When was your agency under its present name established?

Mr. DULLES. It was established in 1947. It was the National Security Act of 1947, which also provided for unification of the armed services.

(Discussion off the record.)

PLANNING FUNDS

Senator CHAVEZ. Mr. Dulles, the only purpose of the committee now is to find out whether or not you need a building and to ask you how much money you are requesting from this committee. As I understand you, when you answered that question, you said that you wanted the planning money that was allowed by the House.

Mr. DULLES. Yes; that is correct.

Senator CHAVEZ. Then you desire \$4 million for the highway work.

Mr. DULLES. In case the Langley site is chosen.

Senator CHAVEZ. But you would like to have an alternative \$4 million to acquire a site elsewhere in case you do not use Langley.

COST OF ALTERNATIVE SITE

Mr. DULLES. The alternative site would be \$1 million.

Senator STENNIS. Mr. Chairman, may I say a very brief word about the question of the building? We had this up in the Armed Services Committee, and went into it rather thoroughly. I thought

it was tragic, gentlemen, that we had the central office here located in 34 scattered fourth-rate buildings. We considered whether there was a building here in the District that would take care of that. There was not one. The additional reason was that they did not want it right here anyway.

What impressed me, too, about the need for this building in addition to the other general needs is that they have to run these records from one building to another. They are valuable records. We went into the unit cost, we went into the cost of their location. This Langley site is already owned by the Government. I was convinced that to take care of the traffic here some day we will have to build this George Washington Parkway up that river anyway. So that tied in with the location at Langley, which seemed to me as a territory that is relatively uncrowded, relatively undeveloped, and would get away from the rest of the congestion.

TOTAL AUTHORIZATION

We went into the unit cost and the need and we reduced Mr. Dulles' request from \$50 million for the building to \$45 million. That was explained rather in detail to the full committee. The bill went to conference, and we yielded to the House \$1 million. It comes back here under authorization for \$46 million.

The unit cost is a little higher than we found in buildings like the General Accounting Office, with adjustments for price increase since the General Accounting Office was built. But there are peculiar situations here with reference to storing these records and working in small cubicles rather than in open spaces that we thought justified the additional unit cost when we applied our reduction.

So getting back to the overall proposition, we are in this business, we are going to have to stay in it, as I see it. I think we ought to go on and get a suitable building.

LEASE-PURCHASE METHOD

Senator DWORSHAK. Did your legislative committee consider the alternative of a lease-purchase agreement?

Senator STENNIS. We did not because we have been in that so much with reference to other military housing that I have reached the conclusion that is a considerably more expensive way to the Government. I think the best way for the Government to build this building is to appropriate the money and build it.

Senator DWORSHAK. The only reason I raise the point is that we are getting in debt more and more. The Republicans in 1952 made the pledge we are going to balance the budget. We are getting away from that all the time. This is a capital investment, of course, but it takes dollars. We will have close to \$5 billion deficit in this fiscal year ending next June. Are we going to try to hold down that deficit?

(Discussion off the record.)

Senator CHAVEZ. I agree. I have tried to be nonpolitical in matters of this nature. Our enemies do not care whether the boys are Republican or Democrat. They shoot them.

Mr. DULLES. Mr. Chairman, I run a nonpolitical organization. I don't ask anybody's politics. I want to keep politics out of it.

Senator DWORSHAK. Do you have civil service for your personnel?
Mr. DULLES. No. But we follow as far as we can the civil-service rules and the civil-service categories. We are not subject to civil service.

(Discussion off the record.)

Senator CHAVEZ. Gentlemen of the committee and Mr. Dulles, have you anything further to say on the matter of justification?

Senator ELLENDER. May I ask a question? Mr. Dulles, how much more or less would a building cost if you built it away from Langley?

Mr. DULLES. I don't think it makes any difference in the building cost.

Senator ELLENDER. Except for the site cost.

Mr. DULLES. Except for the cost of the roads and the site. For the site, we would have to pay roughly half to a million dollars.

AREA REQUIRED FOR BUILDING

Senator ELLENDER. To put up a building of the size you contemplate, how much space are you figuring on?

Mr. DULLES. At least a hundred acres. I want probably a little more.

Senator ELLENDER. One hundred acres?

Mr. DULLES. Yes.

Senator ELLENDER. What do you want that much for?

Mr. DULLES. Parking space. I think it would be a great mistake to go to an area like this and not get adequate grounds. One of the great problems if you go outside of the city is parking. I have to have parking space around the building.

I want security. I want this building to be away from the road. The site is a very small part of the cost. I can acquire the site here for between half a million and a million dollars.

Senator ROBERTSON. Mr. Dulles, I agree with the Armed Services Committee that reached the conclusion that you need an office building. Tell us why you can't build it in Washington.

Mr. DULLES. Senator, I would prefer personally to build it in Washington. I have, however, consulted with high authority, and in view of the traffic problem in Washington, the theory is that our buildings ought to be outside the District.

Senator ROBERTSON. On account of the traffic problem?

Mr. DULLES. Very largely on account of the traffic problem.

(Discussion off the record.)

Senator ROBERTSON. You understand it is immaterial to me where you have put the building. I have taken the position that I was not going to try to tell you where to put it. A great many people in Fairfax County are mighty anxious that you come to Langley. The board of supervisors endorsed it. The State highway department agreed to build some access roads in the county. Tell us why in your opinion, while you have made no firm decision, that Langley is about the most economical place that you can build?

REASONS FOR LANGLEY SITE SELECTION

Mr. DULLES. I think it is the best site for a series of reasons. First, the land itself. I get a measure of security and protection by

being on the Potomac River here. I want to guard this area pretty carefully. That is very useful from that angle.

About one-third of my personnel at the present time live in Virginia. More than a third live in the general area of northwest Washington. My people therefore could get to this site by going against the traffic. They would not come into the traffic pattern of Washington. They could get there. Traffic is one of the great problems in getting to and from work. They could get to this site more easily. This bridge will inevitably be built. I think the Cabin John Bridge will be built by the time this building is up.

CABIN JOHN BRIDGE

Senator ROBERTSON. Is the Cabin John Bridge above or below Great Falls?

Mr. WHITE. It is below Great Falls. It comes right at the site which we are discussing.

Senator ROBERTSON. Would many new housing units have to be built in Fairfax County if you located the building there?

Mr. DULLES. As far as I am concerned, none. I imagine the inevitable result would be that some people would come there.

Senator CHAVEZ. To be close to work.

Mr. DULLES. Yes. I don't believe very many.

Senator ROBERTSON. You face no immediate housing problem.

Mr. DULLES. No housing problem at all.

Senator ROBERTSON. If you got too far away from where your present workers are housed, you would have a housing problem.

Mr. DULLES. I believe that 70 percent of my people would have as easy access to the Langley site as they do to my present site when you take account that they have to slug through the Washington traffic. I think eventually they would have easier access here.

(Discussion off the record.)

ALEXANDRIA SITE

Mr. DULLES. Langley, Mr. Chairman, is my first choice. If I can't get Langley, I would select a site here [pointing to Alexandria].

Senator ROBERTSON. Where is that?

Mr. DULLES. This is on the Shirley Highway. Here is the Pentagon. There is a good access to this.

Senator ROBERTSON. Is this still in Fairfax?

Mr. WHITE. No, sir. The city of Alexandria. This is in the newly annexed portion.

Senator ROBERTSON. The city of Alexandria is anxious to get you to take that site.

Mr. DULLES. Yes, sir; both Fairfax and Alexandria are.

Senator ROBERTSON. I told them I was strictly neutral.

Senator ELLENDER. Mr. Dulles, that site (Alexandria) to which you are referring if it were accepted would complicate the traffic problem.

Mr. DULLES. Yes, sir; because most of our employees to reach the Alexandria site would have to come through this congested area of the District. Traffic here will be better when the tunnel or bridge is built. At Langley, they would be moving against heavy traffic. Hence, Langley is a better site.

You asked, Mr. Chairman, what I wanted. Naturally I would like to get an appropriation for the entire building, but in view of the attitude of the House, I thought I had better be more modest before you here today. All that I could spend until I would have a chance to come before you again would be money for my plans and my site, and working on the approaches to the site. Then I will come back to the next session. But I wanted you to know the overall plan.

Senator ROBERTSON. If you were given \$2 million for plans and \$4 million for highway construction, will you understand that a year from now when you come back for building construction money, we will be free at that time to take another look to see whether you need that big a building?

Will you consider when we give you \$2 million for planning money and \$4 million for access road money, we are committed to \$46 million?

Mr. DULLES. I appreciate that the appropriation side of Congress is not committed to an authorization. I have had an authorization for \$38 million for 5 years, but I haven't had the money. I am inured to the problems.

May I amend one point, Senator? I would like to have the alternative of \$1 million to acquire a site in case for any reason the Langley site is unavailable. I don't think it will be unavailable.

Senator CHAVEZ. If you use Langley and then the committee gives you a million for alternative, then you won't need that million dollars.

Mr. DULLES. That is correct. You could state if it were not used for roads \$1 million would be available to acquire a site.

Senator ELLENDER. Is this road authorized?

Mr. DULLES. Yes, sir.

Senator ROBERTSON. Which will cost you less money, the Langley site or the Alexandria site?

Mr. DULLES. The Langley site costs nothing.

Senator ROBERTSON. Which project overall?

Mr. DULLES. If you attribute to me the cost of a road that is going to be built anyway, then the Langley site is more expensive. But that road is presumably going to be built at the cost of the Government in the near future, depending on the action of the Congress. It seems to me that it is pretty inevitable. It has been authorized. It is in the plans. The continuation of the George Washington Memorial Highway along the Potomac seems to be an inevitable Government expenditure.

Senator ROBERTSON. You have indicated to us about 70 percent of your employees live in the vicinity of Langley or those circles of northwest Washington. How much farther will they have to travel if your building is located at Alexandria?

Mr. DULLES. Our employees would have to travel an average of 2 miles farther each day to and from an Alexandria site and through much more heavily congested traffic. I would say for those that live in Virginia, the two sites are about equally advantageous. For those that live in Washington and Maryland, the Langley site will be a good deal easier. It is much more accessible and they will be going against the normal flow of traffic.

Senator ROBERTSON. Those that live in Washington would have to travel 4 miles farther if they went to the Shirley Highway site, rather than the Langley.

Mr. WHITE. That is correct, about 3½ miles more through much more heavily congested areas.

Senator ROBERTSON. And some of them would have to move with the traffic.

Mr. WHITE. That is correct.

Senator CHAVEZ. Are there any further questions?

DECENTRALIZATION OF GOVERNMENT

Senator DWORSHAK. Just one question, Mr. Chairman. We have heard a lot of decentralization of industry from vulnerable points on the coast, and we have heard a lot about decentralizing the Government. Has consideration been given to the possibilities of locating this tremendous building elsewhere than in the immediate vicinity of the National Capital?

Mr. DULLES. Yes, sir, a good deal of consideration was given to that. My problem is this: The major part of my work is with other agencies of Government. I am a service agency. I am working for the Pentagon, the State Department, for the President and the executive branch of the Government. My people are in daily contact, by the hundreds, chiefly with the Pentagon and the State Department and the executive branch of the Government. We have to attend meetings all the time.

Senator ROBERTSON. It would not be practical for you to be four or five hundred miles from Washington.

Mr. DULLES. It would be perfectly impractical. We have to have access to their records. Some intelligence records are in the Pentagon, the State Department, and my office. They are not all centralized. When the problem comes up you have to have immediate contact.

(Discussion off the record.)

ROAD PROJECT

Senator ELLENDER. I have just one more question. Is the building of this road a Federal obligation or a joint one with the State of Virginia?

Mr. DULLES. It is a proposed Federal obligation. It is not an obligation as yet; but it is a Federal project.

Senator ROBERTSON. The National Park Service.

JUSTIFICATIONS

Senator CHAVEZ. Mr. Dulles, the statement justifying the request is not classified. Would you have any objection to having it inserted in the record?

Mr. DULLES. No, sir; it can be inserted in the record.

Senator CHAVEZ. Without objection, it is so ordered.

(The justifications referred to follow:)

JUSTIFICATION FOR AN APPROPRIATION TO CONSTRUCT A HEADQUARTERS INSTALLATION FOR THE CENTRAL INTELLIGENCE AGENCY AS PROVIDED FOR IN TITLE IV OF H. R. 6829

Since the establishment of the Central Intelligence Agency in 1947, efforts have been made to locate the activities of the Agency in one building. Several studies have been made by the Public Buildings Service in coordination with the Bureau of the Budget and this Agency to ascertain if it were possible to locate

all CIA activities in an existing permanent structure. It has been concluded that the only way to solve this problem is to construct an installation suitable to the needs of this Agency.

The estimated cost of the proposed installation by major items was as follows:

Building (2,300,000 square feet, at \$19.03 approximately)-----	\$43,760,000
Boiler plant-----	2,700,000
Tunnel, boiler plant to building-----	200,000
Roads, parking, site development, and exterior utility changes-----	1,200,000
Emergency generator-----	500,000
Special requirements-----	1,640,000
Total building cost-----	50,000,000

According to our tentative plans, the building would consist of gross floor area of 2,300,000 square feet; basement, approximately 7 floors, reinforced concrete frame; air conditioning, fluorescent lighting; auditorium, shops, laboratory; and cafeteria. These estimates were prepared in consultation with the Public Buildings Service and the Bureau of the Budget. However, title IV of H. R. 6829 authorized only \$46 million for construction. We have not yet had an opportunity to analyze our requirements to determine where the reduction can be made.

At the present time the Agency is located in 34 different buildings. Twenty of these are of temporary construction, some of which were used as barracks to house Waves during World War II and were never intended to be used as office space. According to the proposed plans for the construction of the new bridge across the Potomac River, a number of our present buildings are scheduled to be removed which will leave the Agency without sufficient office space.

Being housed in 34 buildings located at varying distances from each other causes security problems, inefficient and uneconomical operations and transportation difficulties. The security aspect is appalling when one considers the number of highly classified documents which must be transported and circulated between such a large number of buildings. The intangibles involved in getting officials together for conferences, meetings, and consultations is hard to evaluate but is extremely serious and costly in terms of lost man-hours and inefficiency. The transportation of people, material, and documents is also a matter of real concern.

It is, therefore, respectfully requested that the amount approved by the House Appropriations Committee of \$3 million be increased to \$7 million to provide for, in addition to the development of detail plans and specifications, the acquisition of land and the starting of construction of the extension of the George Washington Memorial Parkway.

Although the House committee recommended that \$3 million be appropriated from prior year, unobligated balances, it is understood that they would prefer a direct appropriation for other funds in connection with this project. Accordingly, it is recommended that \$7 million be made available by a direct appropriation. The Bureau of the Budget concurs in this change in the Agency's original request.

Further information and justification will be presented at the hearing to be held on Friday, July 15, 1955.

The following chart indicates the estimated savings that can be accomplished on an annual basis by locating CIA headquarters operations in one building:

Item	Present costs	Estimated costs in 1 new building	Estimated savings in 1 new building
Guard service-----	\$1,173,000	\$320,000	\$853,000
Reception staff-----	110,000	30,000	80,000
Shuttle service-----	36,800		36,800
Couriers and messengers-----	213,200	143,300	69,900
Telephone mileage charges-----	32,800		32,800
Building services officers-----	125,000	75,000	50,000
Rents-----	133,500		133,500
Alterations and moving-----	1,332,000	300,000	1,032,000
Loss of time-----	607,000		607,000
TWX service-----	45,000	20,000	25,000
Total-----	3,908,300	888,300	2,920,000

Based on the above estimated savings the capital cost of the proposed installation would be recovered by the Government over a period of approximately 20 years.

The Government-owned land at the site of the Research Station of the Bureau of Public Roads at Langley, Fairfax County, Va., is believed best suited for the proposed installation. In connection with this site there is a problem of access roads. However, the State of Virginia has agreed to improve the present road system if the Federal Government appropriates funds for the extension of the George Washington Memorial Highway as authorized in H. R. 6829. This would solve the access roads problem.

Since the Congress had not finally acted on the Military Construction Act, title IV of which authorized the extension of the George Washington Memorial Parkway, at the time we appeared before the House Appropriations Committee, a final site selection could not be made. For this reason, as well as the fact that detail plans and specifications had not been developed, the House committee felt that they should allow only \$3 million for the preparation of these plans and specifications.

Since it has now been determined that the Langley site would be most suitable for our needs, it becomes necessary to insure that the extension of the George Washington Memorial Parkway will be completed not later than our own installation. Of the total estimated cost of \$8.5 million for this purpose, \$4 million is essential for acquisition of right-of-way and construction during the first year. These funds should be made available now. Otherwise we cannot be completely sure that we can use the Langley site.

While it is not impossible to modify detail plans and specifications for one site so as to make them adaptable to another, certainly the site is an extremely important factor in such planning and to adapt them to another site seems wasteful of the taxpayers' money.

Senator CHAVEZ. Are there any further questions?

Mr. DULLES. May I say in concluding, I appreciate this opportunity to present my position. I can assure you from the point of view of the effectiveness of our work and the morale of our people, a building is absolutely essential. Many hopes have been raised among the CIA personnel that they will have a decent place to work. I hope now they will be able to realize those hopes.

Senator CHAVEZ. Thank you, sir.

Mr. DULLES. Thank you.

DEPARTMENT OF DEFENSE

MILITARY CONSTRUCTION PROGRAM

STATEMENT OF ROGER D. FISHER, McLEAN, VA.

HOUSING PROGRAM

Senator CHAVEZ. Mr. Fisher, will you come forward, please. I understand that you represent some residents from the Langley-Great Falls, Va., area.

Mr. FISHER. That is correct.

Senator ROBERTSON. Mr. Chairman, before the protesting citizens from Fairfax testify, I think it is only fair that they should know that Mr. Dulles has just told us with reference to the housing program out there—I know some of the landowners are opposed—that he contemplates no housing program over there at the present time. The present employees are all housed. At least 70 percent of them will find convenient access to either a location in Alexandria or a location in Fairfax, and that there is not contemplated a big Government housing project of chicken-coop-type houses that would deteriorate the

land values or impinge upon those who have invested money in handsome homes in that area.

Mr. FISHER. Thank you, Senator Robertson.

My name is Roger Fisher. I am a citizen, resident, and property owner of the Langley-Great Falls area, living a couple of miles beyond Langley.

I understand you are considering the appropriation for the proposed new CIA building. The authorization that has passed the Congress includes \$1 million for land acquisition, \$46 million for the building, and an additional \$8.5 million for roads to Langley should the CIA locate in Langley.

OPPOSITION TO LANGLEY SITE

We are here in opposition to the additional appropriation of \$8.5 million which the Langley site involves.

With me today are some of the citizens of the Langley area: Mr. Anthony Lewis; Mr. and Mrs. Samuel Neel—he is former president of the McLean Citizens' Association; Mr. and Mrs. Benjamin Lee Bird—Mrs. Bird is active in the organization of the Democratic Party. There are also present Cynthia Zimmeran, vice chairman of the Republican Party of Virginia, and Betty Newman, who is a Republican precinct captain.

We certainly appreciate the opportunity to come here. We believe the way the decision has been handled to date has meant that a lot of people, both in the area and the Congress and, I believe, in CIA do not appreciate some of the problems involved in that site.

The first consideration, of course, is the cost. There is no disagreement that the Langley site will cost at least \$8.5 million extra of Federal funds. This is just to bring the road out to Langley from the present stopping point at Loreum Lane.

AUTHORIZATION FOR HIGHWAY

Senator ELLENDER. Is that road to be built in any event? Has it been authorized?

Mr. FISHER. I would say not—not independently from CIA. The Capper-Cramton Act of 1930 authorized a parkway including a highway on the Maryland side. There was no specific authorization for a highway on the Virginia side until the CIA legislation this week. And there still is no specific authorization for a highway beyond Langley. I think some of the highway will be built eventually. Many residents in the area do want it. The primary saving in cost, to be sure, is the immediate saving. But a dollar not spent now is a dollar saved. Construction of the road should be considered on its merits.

Senator ELLENDER. I asked the question myself as to whether or not it was authorized, and I was informed that it was authorized. It is a federally authorized project.

Mr. FISHER. The George Washington Memorial Parkway is.

Senator ELLENDER. If you have any evidence to the contrary to contradict that, you might put it in the record.

Mr. FISHER. I will do that.

(Mr. Fisher's memorandum on the authority to construct a highway on the Virginia shore of the Potomac follows:)

It strikes me that this proposal is just as if they built the Shirley Highway from Washington to the Pentagon and then stopped it dead, with no new bridges and no road beyond. Here is a 4-lane highway, plus another short stretch of 4 lanes on the other road, running dead-end into the Langley fork. That fork is just two narrow roads coming together. Any of you gentlemen who have driven out there know that those 2 little roads cannot possibly handle the traffic pouring down from the present road plus a new superhighway that is scheduled for 4 lanes but some experts think will have to be 6 to handle the CIA traffic. They will not be able to handle the traffic coming to Washington and to CIA from that part of Virginia.

Now the Virginia Highway Department went out of its way, reached way ahead in its schedule, when it said it would improve the short section of the present road, 123, from the superhighway crossing to the Langley fork. That improvement wasn't scheduled for years. The other improvements that would be absolutely essential to handle all that traffic are not even in sight. And there will remain the bottleneck at Chain Bridge, a two-lane bridge with difficult approaches on both sides.

As for other facilities, the Fairfax supervisors say they will put in the necessary water and sewerage. But that is only for the CIA headquarters. There is no provision or money in the Fairfax budget for the sewers and water lines that will have to be built for all the houses and stores springing up around this huge building. The experts say the houses and stores will naturally come in, and I think most people would agree you could not have a "little Pentagon" without a great many shops and a lot of development nearby.

Now we turn to what will this produce. The National Capital Planning Commission has recommended to CIA the areas to be considered in Virginia. In recommending the areas, the Planning Commission limited itself to ones with existing urban development now served by utilities. I shall submit their resolution.

(The resolution referred to follows:)

NATIONAL CAPITAL PLANNING COMMISSION RESOLUTION ON CIA LOCATION,
APRIL 8, 1955

Whereas the National Capital Planning Commission has received a request from the Central Intelligence Agency to furnish its views concerning the several sites which have been discussed or others which it may be appropriate to consider as a headquarters for the Agency; and

Whereas an employment center of substantial size and importance requires a location well oriented to other Government agencies with which it works regularly and to the community within which it is to be located;

Whereas it is the duty of the Commission under the Planning Act of 1952 to consult and advise with the Regional Planning Council and the local planning agencies in the territory affected, if Government establishments are located in the environs of Washington: Now, therefore, be it

Resolved, That consideration be given to any of the following alternative locations:

1. In the central area of the National Capital within areas already authorized for public buildings by the Congress and in accordance with general plans heretofore approved by the National Capital Planning Commission toward which major commitments have already been made, such as in the northwest rectangle;
2. In Virginia, within relatively close proximity to either the intermediate or outer circumferentials, and in a locality where there is already established a nucleus for an urban environment which an establishment of such size would stimulate and where public facilities and services are already available or can readily be extended, such as in the southern part of Fairfax County, in Springfield, or in the newly annexed portions of Alexandria;

3. In suburban Maryland, where requirements similar to those set forth for the Virginia area can likewise be met, but not in communities within which large Government agencies have already been established; and be it further

Resolved, That if this agency is located outside the District of Columbia, the location and plans for the integration of the establishment into the surrounding community shall be developed in consultation with the local planning agency as well as with the National Capital Planning Commission and the Regional Planning Council.

Mr. FISHER. The experts who have considered this problem agree that the impact on Langley will be large. I have a statement from Mr. Robinson, director of the Northern Virginia Regional Planning Commission, who states:

The utilities needed to service an installation of this size are not as yet available, and major highway improvements would be needed in the entire area, even if the George Washington Memorial Parkway were to be extended to this site. Most of the roads in this area have 40- and 50-foot rights-of-way, which could never conceivably carry the traffic load to and from the building at rush hours without major improvements, and the expenditure of more funds than are likely to be available to all of Fairfax County for many years.

This entire statement will be submitted for the record.
(Mr. Robinson's statement follows:)

JULY 15, 1955.

Senator DENNIS CHAVEZ,
*Chairman, Department of Defense Subcommittee,
Senate Appropriations Committee,
United States Senate, Washington, D. C.*

DEAR SENATOR CHAVEZ: It is my understanding that your subcommittee will, this morning, hear testimony on the location of a proposed Central Intelligence Agency office building.

I had hoped to be present at this hearing but a previous long-standing commitment makes that impossible. It would be very much appreciated if the attached statement could be made a part of the record of your subcommittee's hearing.

Very truly yours,

C. C. ROBINSON, *Director*.

STATEMENT BY C. C. ROBINSON ON PROPOSED SITE FOR CENTRAL INTELLIGENCE AGENCY BUILDING

On February 24, 1955, Central Intelligence Agency officials met with the Northern Virginia Regional Planning Commission to discuss with the Commission their proposals for a large headquarters building to be located on the Bureau of Public Roads property at Langley, Va.

On March 10, 1955, the Northern Virginia Commission advised the Central Intelligence Agency by letter that it was very much concerned by some of the serious problems posed by the Langley site. The utilities needed to service an installation of this size are not as yet available and major highway improvements would be needed in the entire area even if the George Washington Memorial Parkway were to be extended to this site. Most of the roads in this area have 40 and 50 foot rights-of-way which could never conceivably carry the traffic load to and from the building at rush hours without major improvements and the expenditure of more funds than is likely to be available to all of Fairfax County for many years.

The Commission was concerned also with the changes in land use which an employment center of this magnitude would bring to a community now developed in large lots and small estates. Every metropolitan area needs and tries to set aside a certain portion of land to be developed in just the way the Langley-McLean area has been and is developed.

One of the sites which has been under consideration by the CIA is located on the Shirley Highway in the recently annexed portion of Alexandria and adjacent to Fairfax County. This site, 4 miles nearer the Pentagon than Langley, would seem to require a great deal less in the way of capital expenditures for roads and utilities than does Langley and it is adjacent or near a part of Fairfax County which is zoned for and developing in housing such as will be desired by the employees of this agency. The communities of Sleepy Hollow, Lake Barcroft,

Annandale, Springfield and many others are within convenient driving distance of the Winkler tract and apartments, multifamily and individual homes are now already available. The CIA's location here would involve no major change in land use over that which is now existing.

Because the Winkler tract can easily be served with utilities and is now served by Shirley Highway with Route 7 a short distance away and because the employees who wish to live convenient to their work would find ample housing built or being constructed, this site seems very desirable in that it offers less impact on the community than would an installation at Langley.

On a planning problem of this kind we accept the views of the experts that there will be an impact. The second largest Government office building, a superhighway ending at the area—regardless of where the CIA employees live, there will be large speculation, large-scale building in the area, apartment-type buildings and others.

WINKLER TRACT IN ALEXANDRIA

CIA has told us that they have no special reason, no secret reason for wanting Langley. Their basic considerations in site selection are convenience to the agencies they serve and convenience to their employees. As for access to the agencies they serve, the Winkler tract in Alexandria is about 4½ miles over an existing highway from the Pentagon with which, we are told, two-thirds or more of CIA's business is carried on. The Langley tract is 7 miles or more over a proposed highway that is not yet built.

As for access to the employees, some 30 percent of them live in Virginia already. CIA will not say that Langley is any more convenient than Alexandria. They will say that after they get the road in it will not make much difference. Certainly it is more convenient now on the Winkler tract.

PERSONNEL TURNOVER

As for the other employees who live in the District and Maryland, this building will take 3 years to build and get the road to it. I assume that CIA like other organizations has some turnover of its employees. I do not know the figures because they have declined to tell us about it, but assuming that the average employee works there 5 years, taking secretaries and others into account, that would mean a 20 percent turnover every year. By the end of 3 years they would have about 50 percent, some 48 percent, new employees.

Where do those employees live and build their homes? Where they decide to locate will depend upon where CIA locates. I submit that to locate in this area because of an assumed greater convenience to the employees in Maryland and the District is a great mistake. By the time a Cabin John Bridge and a highway is built, the employees would be more convenient to the Winkler tract if that site is selected.

USE OF LAND FOR PARK PURPOSES

There has been a good deal of discussion as to the alternative use that would be made of this land if CIA does not locate on it. We have a good proposal for that. Congress has already authorized the acquisition of a large part if not all of this land for park purposes under the Capper-Crampton Act. We have discussed this with the National Capital Planning Commission staff. We have proposed

to them that this property be taken over for park purposes if CIA does not locate on it, and that proposal will be considered by the National Capital Planning Commission at their meeting now scheduled for the first week in August.

I would like to let the members of the committee look at some of the photographs of the land which we think is ideally suited for park purposes as contrasted with the second largest Government office building.

This property has a mile and a half of river front. It is the only piece of Government property on the river above Chain Bridge on the Virginia shore that could be made into a large park.

We are told that no other Government agency can build this close to Washington without special approval of Arthur Flemming under the security and dispersal regulations. If CIA does not build on this property, there is every reason to believe that all the property not currently required by the public roads installation there, which is small, and by the small military installation which is nearby, could be a park. We think that would be a better use of the land. There is no economy in using fine riverfront property for an office building rather than a park. It is like using Park Avenue land for a warehouse.

This park could be a park for the whole northern Virginia area, and a riverfront park for them. There is no comparable park currently available.

We must recognize that there are residents in the area who want CIA out there. The commercial interests, the chamber of commerce want it out there. The board of supervisors has voted inviting CIA to come to this site. There are differences within our own county. I think that when you are appraising these differences, you must take into account that there is no difference of views as to the alternative location now being considered on the Shirley Highway, the Winkler tract.

LETTER FROM CONGRESSMAN BROYHILL

I have a letter from our Congressman, Mr. Broyhill, which he asked me to deliver to you. I would like to read it and submit it for the record. He had hoped to be here himself, but has not had the opportunity.

(The letter referred to follows:)

JULY 15, 1955.

HON. DENNIS CHAVEZ,
*Subcommittee on Defense, Committee on Appropriations,
United States Senate, Washington, D. C.*

DEAR SENATOR CHAVEZ: I understand that your subcommittee is considering funds for a new headquarters for the Central Intelligence Agency. Two of the sites now being studied by CIA are in my district. I have spent a good deal of time in looking into the advantages and disadvantages of these two sites.

I have discussed both sites with many individual citizens as well as local government officials. While there has been no objection whatsoever from any group of citizens to the Winkler tract in Alexandria, there are many local citizens in the Langley area who do object to its being located there. In addition, from the standpoint of local facilities and improvements, we have been assured by the Alexandria City Council of complete cooperation in providing same. In the Langley area more extensive highway improvements will be necessary which will require a great deal more cooperation from the Fairfax County authorities, and in particular from the State Highway Department of Virginia.

As you can see, the purpose of my letter is to give you the benefit of local sentiment as I see it. There are many citizens, including the local government authorities, who do favor the Langley site, and, of course, there are various other reasons which CIA may have which would favor one side more than the other. Nevertheless, I do urge favorable consideration of this appropriation and regardless of which site is selected, I believe it will be an asset to the northern Virginia community, and will be welcomed by the majority of the people there.

Yours sincerely,

JOEL T. BROYHILL,
Member of Congress.

PREFERENCE FOR WINKLER SITE

I put Mr. Broyhill on the spot, and I said if it comes down between these two sites, which one would you prefer? He authorized me to tell you that if it comes to a choice between the two, he would prefer the Winkler site, because of the local opposition to Langley. He thinks the planning problems could be overcome by diligent effort. They are greater in the Langley area. If it comes to a choice, he would prefer the Winkler tract.

He does not want it thought that he is opposed to the appropriation. He wants it to come to his district, and that is his primary consideration.

Senator CHAVEZ. Is there anything further? We have several other witnesses.

PREPARED STATEMENTS

Mr. FISHER. No, sir. I would like to submit statements for the record, and a few letters, and if there are no questions, that will be all.

Senator CHAVEZ. The statements will be inserted in the record. (The statements referred to follow:)

CIA AT LANGLEY—STATEMENT OF ROGER D. FISHER, OF McLEAN, VA.

My name is Roger Fisher. I live between Langley and Great Falls, in Fairfax County, Va., and I am here today to speak on behalf of citizens who are opposed to the location of a new headquarters building for the Central Intelligence Agency in Langley.

Prior secrecy.—We greatly appreciate the committee's courtesy in letting us appear and testify. It was publicly announced last April 7 that CIA had given up any plan to locate in Langley. The Agency has never openly changed that decision. Nevertheless, within the last 2 weeks it has suddenly become apparent that the Langley site is again being considered. After a closed hearing, with no notice to the residents of the area or others opposed, an authorization was approved which would allow CIA extra funds for a road if it builds in Langley. Our local citizens association invited CIA representatives to speak to us on their reasons for considering the Langley site, but the invitation was turned down.

Objections to locating in Langley.—We believe the publicly available facts demonstrate that there are serious objections to locating CIA in Langley.

Extra cost.—The Langley site would cost taxpayers an estimated \$13 million more than other sites being considered—\$8.5 million in Federal funds for a highway, \$2.5 million in State funds for road improvements, \$2 million in county funds for utilities.

Residential area.—Langley is now a unique rural-residential area of one-family houses, country places, and farms. There are no apartment buildings. The only commercial/development in 10 miles along the road to Great Falls are 2 filling stations. The area has virtually no public water or sewerage facilities, the majority of homes being served by wells and septic fields.

Into such an area it is proposed to place what has been called a Little Pentagon. The building would be the second largest Government office building in the United States—second only to the Pentagon. It would contain approximately 1,610,000 net square feet of usable office space. The CIA structure would be more than 2½ times as large as the Justice Department building and 6 times as large as New

State. At the reported figure of 100 square feet of office space per employee, the CIA building would have room for over 15,000 employees.

Expected impact.—The Fairfax County planning staff estimated conservatively that a building for only 8,000 to 10,000 employees would bring with it an additional 23,000 residents, including the necessary service workers; other estimates have been higher. Within a decade, the planning staff said, the population of the Langley area would “nearly double.”

Inevitably, that huge population increase would mean commercial construction, mass housing and other drastic changes in a rural-residential section. This is what Paul C. Watt, Director of the National Capital Regional Planning Council, found after study: “The impact of such a proposed installation would require * * * a greater area for medium to low density single-family lots, possibly some duplex and multifamily areas and a proportionate increase in commercial and industrial land use. There would be pressure on the planning and governing bodies to probably go beyond what they might feel is reasonable in view of assumed population growth and capital-improvement costs * * *. The impact of the proposed agency upon the land use and zoning practices would be dependent to a great extent upon the ability of the local planning agency and the county governing body to maintain reasonable control of land development. Past experience in similar circumstances indicate that this is demanding an almost impossible task of these citizen bodies in view of the normal land speculation that follows.”

And this impact will fall on a community already coping with inadequate public facilities. For example:

Roads.—It has been proposed to rush extension of the George Washington Memorial Parkway to the Langley site, and the State of Virginia has agreed to improve a section of the road from Chain Bridge. It has been suggested that this will meet the road problem. One might as well say that to build the Shirley Highway from Washington to the Pentagon and stop it there would have been adequate for that installation.

Even with the proposed expenditure of over \$10 million for roads there will be both built-in bottlenecks and dead ends. Chain Bridge, a two-lane crossing with inadequate approaches, will be a major problem for the huge new streams of traffic. Both the parkway and the four-lane road from Chain Bridge will come to a dead end at Langley. Presumably all traffic generated by the parkway and all traffic to the installation from Fairfax County are to travel over the existing 2-lane road through the village of McLean or the 18-foot wide winding road to Great Falls. Direct access from Maryland would have to await the far-distant date—not even on a priority schedule—when Congress considers still another bridge beyond the one now being discussed.

Use of the area's slim allotment of Virginia road funds on one major, otherwise unscheduled project will mean little help for local roads for years. Furthermore, it is now assumed that existing appropriations will cover the right-of-way costs for the parkway, but Mr. Watt warned in his report: “In view of the publicity relating to this installation there is serious doubt that the funds now available would be sufficient because of probable speculative raises in land values.” And Arlington County has expressed the belief that, with CIA traffic, a 6-lane instead of the planned 4-lane highway would be needed.

Other facilities.—Arrangements are said to have been made to supply a CIA building itself with water and sewerage. But this will do nothing to service the large new population. The water table is already falling in the area, and accelerated development will dry up existing wells.

The Langley-McLean area now has only one public school. The Fairfax planning staff estimated that the additional population brought in by CIA would include enough school-age children to fill at least 3 more schools in the immediate area, and 6 in the whole county.

In other words, we believe it is not enough to say, as CIA has said, that it will build a dignified building and have some grass and trees around it, so the neighborhood will be undisturbed. Putting a Little Pentagon in a rural-residential area will have a major and damaging impact.

We think the situation was summed up accurately by Mr. Max S. Wehrly, director of the Urban Land Institute and member of the Regional Planning Council, who reported after study:

“The particular site [Langley] proposed for this installation lies in one of the sections of northern Virginia least able to accommodate it in terms of existing or foreseeable access, utilities and services, or its disruptive effect upon the present character and desirable development of the area.”

Potential park land.—I would guess that many of you are unaware that Congress, in the Capper-Crampton Act of 1930, authorized the National Capital Planning Commission to take over all or most of the proposed site at Langley for park purposes (46 Stat. 482). This land is the only substantial piece of United States Government property on the Virginia shore above Chain Bridge. It has meadows, forests and a mile and a half of riverfront overlooking the magnificent Potomac gorge which Congress sought to preserve in establishing the George Washington Memorial Parkway system. Plans for a park are now being actively pressed, independently of this dispute over the CIA building. After the CIA indicated on April 7 that it was ending consideration of Langley, Mr. Samuel Neel, a resident of the area and former president of the McLean Citizens' Association, asked the Under Secretary of Commerce to prepare a statement of what part of the Langley tract was needed by the Bureau of Public Roads and what could be made available for a park. Mr. Neel has been informed that the statement is being drafted. The McLean Citizens' Association has voted, recommending the designation of the bulk of the tract for a park and recreation area. We have requested the National Capital Planning Commission to consider exercising its statutory authority to set the area aside for park purposes, and we understand the matter will be taken up at the Commission's next meeting, in August.

Local sentiment.—The McLean Citizens' Association, drawing its members from the entire area, has voted to oppose location of a new CIA building in Langley. Of several sites now being considered by CIA, Langley is the only one in which the local citizens association has objected. Alexandria, for example, has warmly invited CIA to locate on a tract which is already served by all utilities and by a superhighway approaching from both north and south, and a tract which would cost the taxpayers less than one twenty-fifth as much as Langley in the nonbuilding costs connected with a CIA headquarters. The Alexandria site exactly fits a formal recommendation by the National Capital Planning Commission on April 8 that, if CIA wishes to locate in Virginia, it choose "a locality where there is already established a nucleus for an urban environment which an establishment of such size would stimulate and where public facilities and services are already available or can readily be extended, such as in the southern part of Fairfax County, in Springfield, or in the newly annexed portion of Alexandria."

We believe that if any other agency of Government came to Congress and said it had to locate its headquarters on potential park land, in the middle of a residential suburb, against the wishes of the locality and at a cost greatly exceeding that of normal sites for an office building, Congress would quickly end such ideas. We respect CIA and its director, and we recognize the agency's important function in the cold war. But we do not know any reason why CIA, to perform that function, must violate all the principles of economy and good planning.

I would like to urge the Congress not to appropriate the extra \$8.5 million or more which the Langley site entails.

JULY 14, 1955.

MR. ALLEN DULLES,

Director, Central Intelligence Agency, Washington 25, D. C.

DEAR MR. DULLES: On April 7, 1955, it was publicly announced that the Central Intelligence Agency had given up any plan to construct a new headquarters in Langley, Va. It now appears that without any public explanation or notice CIA has reversed its position and has again been considering the Langley site. We fear that because of the secret way in which selection of a site has been handled, neither CIA nor the public may be aware of some of the serious considerations against locating CIA in Langley.

High cost.—The Langley site for a CIA building would cost taxpayers an estimated \$13 million more than other sites being considered—\$8.5 million in Federal funds for a highway, \$2.5 million in State funds for road improvements, \$2 million in county funds for utilities. In addition, according to a CIA spokesman, choice of the Langley site would put off for at least 3 years the date when CIA could move into its new headquarters—and, as you have testified, Mr. Dulles, each year's delay costs the taxpayers \$2.9 million in CIA's present scattered locations.

Damage to the area.—Langley is a unique rural-residential area of one-family homes, country places and farms. There are no apartment buildings. The only commercial developments in 10 miles along the road to Great Falls are 2 filling stations. A CIA building for an estimated 8,000 to 10,000 persons would destroy the unique character of the area. It has been estimated that the building

would bring an additional 20,000 to 35,000 persons into the area, including the necessary service workers. This would mean commercial construction, mass housing and other drastic changes in a rural-residential section.

Strain on facilities.—The huge population increase induced by CIA location in Langley would be imposed on a community already coping with inadequate water, sewerage and roads. Providing water and sewerage facilities for a CIA building itself will do nothing to service the huge new population. The water table is already falling in the area; accelerated development will dry up existing wells. Again, providing a superhighway to Langley might lessen the problems of the building itself, but it would aggravate the existing congestion on other roads throughout the area. Virginia participation in improving the road from Chain Bridge to Langley would make less likely the necessary State help for other area roads. And whatever is done to the roads, Chain Bridge will remain a bottleneck.

In the words of one of the planners who has studied the proposal, Mr. Max S. Wehrly: "The particular site [Langley] proposed for this installation lies in one of the sections of northern Virginia least able to accommodate it in terms of existing or foreseeable access, utilities, and services, or its disruptive effect upon the present character and desirable future development of the area."

Loss of a park.—The proposed site at Langley is the only substantial piece of United States Government property on the Virginia shore above Chain Bridge. The property has meadows, forests, and a mile and a half of riverfront overlooking the magnificent Potomac gorge. Congress has authorized the National Capital Planning Commission to take over all or most of this land for park purposes. (46 Stat. 482.) There is no reason to select this unique site and thus destroy potential park lands, badly needed in northern Virginia.

Local opposition.—The McLean Citizens Association, drawing its members from the entire area, voted to oppose location of a CIA building in Langley. Of several sites now being considered by CIA, Langley is the only one in which the local citizens association has objected.

We urge you to locate the new CIA headquarters on one of the other available sites—sites much more suitable for a large office building, and sites where CIA will be welcomed.

Sincerely yours,

BENJAMIN LEE BIRD.
G. BOWDOIN CRAIGHILL, Jr.
ROGER FISHER.
MANNING GASCH.
ANTHONY LEWIS.
SAMUEL E. NEEL.
WALTER T. RIDDER.
CYNTHIA ZIMMERMAN.

JULY 14, 1955.

Mr. ALLEN DULLES,
Director, Central Intelligence Agency,
Washington 25, D. C.

DEAR MR. DULLES: The city of Alexandria has invited the Central Intelligence Agency to locate its new headquarters on the Winkler tract, near Shirley Highway and Seminary Road in Alexandria. We want to take this opportunity to bring to your attention, and the public's, some of the advantages of this site.

Economy.—A modern expressway, the Shirley Highway, runs from Washington directly by the proposed site. CIA employees, 69 percent of whom now live in the District or in Maryland, would be traveling against the main rush-hour traffic on the Shirley Highway. Water, sewer, and power facilities are also already available at the site. The only cost to the taxpayers, aside from the building itself, would be approximately \$400,000 for land and for improvement of exits from the highway. This is less than one twenty-fifth of the money that would have to be spent at Langley for roads and utilities.

Wise land use.—The National Capital Planning Commission carefully considered CIA's site problems early this year and on April 8, 1955, voted a resolution on the question. The resolution said that if CIA wanted to locate in Virginia, it should choose: "A locality where there is already established a nucleus for an urban environment which an establishment of such size would stimulate, and where public facilities and services are already available or can readily be extended,

such as in the southern part of Fairfax County, in Springfield, or in the newly annexed portions of Alexandria." The Winkler tract exactly meets these requirements.

Local welcome.—The city of Alexandria is ready and willing to assist CIA in locating here, and to welcome you and your staff as good friends and neighbors. We hope you will give our most sincere invitation careful consideration.

Sincerely yours,

LEROY S. BENDHEIM, *Mayor.*

McLEAN, VA, July 12, 1955.

MR. JOHN NOLEN,
*Director, National Capital Planning Commission,
Department of Interior Building, Washington 25, D. C.*

DEAR MR. NOLEN: I would like to confirm the two requests which I made to you by telephone today.

The first of these concerns the proposed location of CIA at Langley. You reminded me that CIA had on April 7 withdrawn their request that the National Capital Planning Commission study the possibility of locating CIA at Langley. You said that CIA had not yet resubmitted that proposal to the Commission. You thought that if they did resubmit it to the Commission it was likely that the committee which had studied the problem before would be asked to review the situation and prepare a new report.

On behalf of myself and other residents and property owners of the area, I ask to be given a chance to be heard by such a committee or by the Commission should CIA again take up the Langley site with the Planning Commission. I understand that you will consider this request with the Chairman of the Commission. I further understand that it is your view, as it is mine, that under section 5 of Public Law 592 of July 19, 1952, CIA must come back to the Planning Commission prior to the preparation of construction plans if they wish to reconsider the Langley site.

My second request is with regard to an alternative use of the Public Roads tract at Langley. I reminded you that at an open meeting held on April 5, 1955, the McLean Citizens' Association adopted a resolution recommending " * * * that park and recreation areas be designated for the McLean area, including if possible the bulk of the public roads property at Langley."

As you know Public Law No. 284 of the 71st Congress authorized the appropriation of funds

"* * * for acquiring and developing * * * such lands in the States of Maryland and Virginia as are necessary and desirable for the park and parkway system of the National Capital in the environs of Washington."

Among the purposes of the George Washington Memorial Parkway authorized by that act is

"* * * the protection and preservation of the natural scenery of the gorge and the Great Falls of the Potomac * * *".

Another section of the statute which is relevant to my request is that which authorizes the National Capital Planning Commission to occupy such lands belonging to the United States as may be necessary for the development and protection of the parkway.

For myself and on behalf of other interested residents and property owners of the area I would like to call to the attention of the National Capital Planning Commission the resolution of the McLean Citizens' Association and to request the Commission to take over for park purposes all of the property at Langley owned by the United States Government not currently required by the Public Roads Research Station of the military installation there. I further request the Commission to consider how this land could best be used as a park and to prepare plans for such use in the event that the Commission should decide to occupy the land as part of the George Washington Memorial Parkway. It is my understanding that under the dispersal regulations no government agency could locate on that land without receiving special permission and that if CIA does not locate on the land it is probable that the entire tract could become available for a park.

I understand arrangements will be made for this proposal to be considered at the next meeting of the National Planning Commission which is scheduled to take place the first week in August. When you have the time, I would appreciate a chance for some of us to come in and discuss this proposal with you.

Sincerely yours,

ROGER D. FISHER.

NATIONAL CAPITAL REGIONAL PLANNING COUNCIL
Washington, D. C.

CIRCULAR MEMORANDUM NO. 43

APRIL 1, 1955.

To: Members, alternates, and staff.
From: Paul C. Watt, Director.
Subject: Report on relocation of the CIA in vicinity of Langley, Va.

The regional council at a special meeting on March 11, 1955, received an oral presentation from representatives of the Central Intelligence Agency requesting that the council submit a report and recommendations relating to this site.

A three-man committee, consisting of Colonel Lane, chairman, Mr. Wehrly, and Mr. Wells, was appointed to study the matter after consultation with the Fairfax Planning Commission and report to the council.

On March 21, 1955, the Fairfax County Planning Commission adopted the following resolution:

Resolved, That the Central Intelligence Agency be invited to locate in Fairfax County, provided that the Federal Government furnish funds for necessary public facilities, such as water, sewers, and roads: and be it further

Resolved, That it is the suggestion of this commission to the National Capital Regional Planning Commission that the council recommend that the Central Intelligence Agency and other Federal agencies involved in this project work in cooperation with this commission in the planning of necessary public facilities.

Since the Fairfax resolution did not refer to a specific site, the attached report sets forth the data which have been collected relating to the planning considerations.

SITE AT LANGLEY, VA.

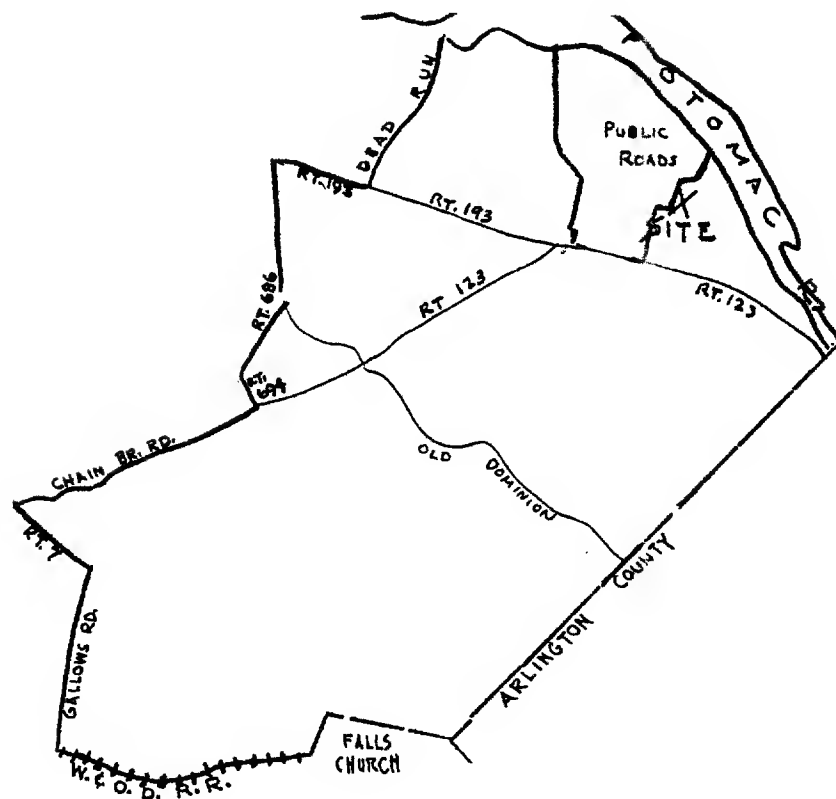
It is the intent of this report to set forth as nearly as can be determined in the time given the existing planning concepts related to this area, as well as effect of the impact of the proposed installation. Most of the information was compiled with the assistance of the Fairfax planning staff, the Arlington planning staff, the Northern Virginia Regional Planning and Economic Development Commission, and the regional proposals of the comprehensive plan of the National Capital developed by the National Capital Planning Commission.

EXISTING CONDITIONS

Land use and zoning

The present land use and zoning practices being followed in this area call for a low density development, with lot areas generally recommended to be at least 1 acre. This is supported by the existing land use which is predominantly the last remaining small estate type of land use this close in within the metropolitan area. The existing zoning reflects this low density as well as a minimum amount of commercial development in the area.

The recently completed master plan for Fairfax County, which has not been officially adopted, shows the following 1953 land use for a sector in the Langley area, which exemplifies existing conditions in the area.



STATISTICAL AREA
EXISTING LAND USE DATA - PLATE 1

This area is bounded by the Potomac River, Arlington County, Falls Church, Washington & Old Dominion Railway, Gallows Road, Chain Bridge Road, Route 694, Route 193, and Dead Run. The area contains 11,619 acres or about 4.5 percent of the county area, and 13,257 persons, which is about 10 percent of the county population. This is a density of 1.14 persons per acre. The land use is as follows (see pl. 1):

	Acres	Percent		Acres	Percent
Residence.....	1,664.3	14.32	Estates.....	1,479.3	12.73
Business.....	7.5	0.07	Open land.....	740.2	6.37
Commercial.....	29.3	0.25	Roads.....	537.2	4.62
Industry.....	16.0	0.14	Vacant land.....	1,735.4	14.94
Public park.....	25.6	0.22	Wooded land.....	2,850.5	24.53
Public building.....	33.0	0.29			
Semipublic building.....	82.5	0.71		11,619.03	100.00
Agriculture.....	2,417.7	20.81			

Utilities

The proposals for future water and sewer service in this area were also dominant reasons for prescribing low density development. There is a sewage-treatment plant being designed for the area at the present time which is proposed to serve the area at the rate of approximately 10 persons to the acre. This is being financed by a revenue bond issue; to be built by stages. The first stage of construction is proposed to serve 7,000 persons with an ultimate 20,000 in the next 10 years.

The present water service is being provided partly through ground water facilities and partly by service from the District of Columbia. The lines from the District of Columbia cross the river at the Chain Bridge and are under the jurisdiction of Arlington County with the authority to shut off the supply beyond the county on a year's notice, as they require increased supply.¹

Highways, bridges, and transit

The highway plan presently proposes the George Washington Memorial Parkway and the Fairfax No. 1 Expressway as the major radials serving this area, with the outer belt and intermediate belt expressway serving as the major circumferential distributors. None of these facilities are in existence or under construction. Right-of-way has been acquired for the George Washington Memorial Parkway to the Arlington-Fairfax line from Spout Run, which is the present terminus of the existing parkway. These facilities are proposed to be constructed to the highest standards.

Virginia Routes 123, 193, and 309 are proposed to be major highways in this area by upgrading existing standards. They are presently narrow, winding roads with right-of-ways averaging about 40 feet. None of these are proposed to be limited access facilities. The expressways and parkways would have probable priority of construction.

Chain Bridge is the only existing bridge serving this area. This is a two-lane bridge with very limited capacity because of the alignment and design of the access roads at either bridge head. Cabin John Bridge is proposed as a part of the outer belt.

Present transit service is very poor in this area as the density is not great enough to support a high type of mass transit service.

School, park, and conservation

The immediate school needs are not evident under existing densities. Storm drainage and park consideration are dependent on open flood plains and conservation practices in the stream valleys, which are more easily adapted to a low density development. This practice is reflected in the plans of the Interstate Commission on the Potomac River Basin, which proposes that the Potomac River north of Key Bridge be preserved for boating, swimming, and other such recreational use.

ASSUMED IMPACT OF THE PROPOSED FACILITY ON THE AREA IN THE VICINITY OF LANGLEY, VA.

It is readily agreed that it is possible to locate this installation in the Langley area, provided that the elements of impact are clearly understood and the financial obligations are satisfactorily reached. In order to derive reasonable factors

¹ Arlington County data.

relating the impact of such a facility based primarily on planning considerations, it is necessary to make a number of basic assumptions. A great many of the factors of impact that will follow were prepared by the Fairfax County planning staff for presentation to their planning commission and the Council subcommittee. These factors were based on the wealth of data compiled for the recently completed master plan for the county and from the economic studies of Homer Hoyt, prepared for the county. The basic assumption to keep in mind in reading the following data is that in figuring population growth related to this project the ratio of 1.4 service workers to each basic worker was used which was determined in the Hoyt studies. Adjustments were made also in determining the total population based on the number of families now working for the agency in its present location and living in Fairfax County being subtracted from the assumed total of anticipated population as a result of the facility. It is assumed that 10 percent of the present agency employees now live in Fairfax County. The Hoyt figure of 3.66 persons per family was used.

It should also be pointed out that the facts presented by the Fairfax staff as related to the Fairfax Planning Commission resolution were based only on a site in Fairfax County and not specifically for the Langley site. However, they would apply to it as well as any other site except that local condition of individual sites is not reflected.

The Arlington County planning staff and the Northern Virginia Regional Planning and Economic Development Commission have also contributed pertinent information, which will be noted.

Economics

In the short time given to study this problem, it has not been possible to do a detailed analysis of the economic factors so that the data will be of necessity rather general.

The major impact factor relative to the economic base will be the installation itself, which is understood would be built by direct appropriation with no expected payment to the tax base. Unless written agreements are drawn up there is no assurance of any payments in lieu of taxes, which would mean that necessary capital improvements would have to be adjusted to the existing tax base and bonding power of the county which would be reflected in everyone's taxes. Careful study would have to be made to determine the effect of this impact, but it is evident that it would have a great effect on the financial base of the county.

Planning is justified to a great extent upon the fact that by developing it on a sound economic base a stability is attained which is reflected in the land development. Sudden revisions to these basic planning concepts can affect property values and the very protection the residents feel that they are getting through long-range planning.

Population

The Fairfax staff in applying their assumed factors have determined that the location of this facility in the county would bring a resultant total population of 35,000 by 1965. This figure includes basic and service workers and their families and assumes that by 1965 that 60 percent of the employees of the agency would be living in the county. When the 10 percent which are assumed to be presently living in the county are subtracted a new population of 22,700 is assumed for 1965.²

Since the Fairfax staff did not single out a specific site, the area described in the existing land use section (see plate 1) can be analyzed to compare the impact on the Langley area. That area, previously described, now contains 13,257 persons in an area of 11,619 acres, with 1.14 persons per acre. Existing plans assume a population in that same area of approximately 21,800³ persons or 1.8 persons per acre. If the resultant population forecast by the Fairfax staff for the county were to be applied in this area even on the conservative basis of 50 percent of the total going into this area, a population of approximately 24,607, or nearly double, would be in this same area by 1965.

The Fairfax staff anticipates that by 1965 the 22,700 population occurring from this facility would consist of 9,000 employees, or 6,200 families.

Land use and zoning

Determination of the impact of the proposed agency upon the land use and zoning practices would be dependent to a great extent upon the ability of the local planning agency and the county governing body to maintain reasonable control of land development. Past experience in similar circumstances indicate that this

² Fairfax staff data.

³ 1980 Estimated Population Distribution, National Capital Region--NCPC Comprehensive Plan.

is demanding an almost impossible task of these citizen bodies in view of the normal land speculation that follows, as well as the normal day-to-day problems facing such organizations.

The resultant population increase will necessitate complete revision of the land use and zoning concepts now recommended in existing and proposed plans for this area. The existing land use statistics for the area shown on plate 1 indicate extremely low densities with a minimum of commercial uses. There are practically no existing or proposed multifamily uses.

The impact of such a proposed installation would require revision, often detailed study, to allow a greater area for medium to low density, single-family lots, possibly some duplex and multifamily areas, and a proportionate increase in commercial and industrial land use. There would be pressure on the planning and governing bodies to probably go beyond what they might feel is reasonable in view of assumed population growth and capital improvement costs.

Utilities

The existing and proposed plans for the land use and zoning in the vicinity of Langley were based on present and future public utility service. The existing low density concept with a high percentage of large acreages with ground facilities, both sewer and water, have maintained low service standards. The impact of the proposed installation upon these utilities would be felt almost immediately.

Sewers

At the present time a sewage treatment plant has been authorized by the water control board in Richmond for the Piminit Run Valley. This plant will be financed by revenue bonds. The plant is proposed for stage construction over a 10-year period. The first stage, which has been authorized, will provide service for 7,500 persons. At final completion the plant will service 20,000 persons.

The Fairfax population estimate assumes that 22,700 persons would result from this installation. If the 50-percent figure is again applied to this area, the first stage construction will immediately be overcapacity. In fact, the ultimate 10-year project would virtually be at practical capacity. In view of this it would be necessary to provide a larger plant at once. This would invalidate the existing bond issue and require upward of a year or so to vote a new project, providing it would carry. Doubt has also been raised whether the State water control board would approve a larger plant on this site.

The Northern Virginia Regional Planning and Economic Development Commission reports that Mr. A. H. Paessler, executive secretary of the water control board confirmed this by stating that a larger plant would have to be located downstream nearer the confluence with the Potomac River. The United States Corps of Engineers have stated they will not allow 100 percent treated sewage to enter the Potomac River above the proposed Little Falls pumping station. This might ultimately mean a trunkline down to Arlington, Alexandria, or Blue Plains at considerable cost.

Water

Present water service in the Langley area is provided by ground water facilities and from the Falls Church supply which is received from Arlington County, who in turn purchases it from the Washington aqueduct. This supply presently crosses the river at Chain Bridge. Water supply would be affected immediately by installation in the Langley area, but would not be a problem after 5 years as both Arlington and Falls Church are working on plans for new lines across the river. The initial impact could be quite serious, however, as Arlington County purchases the supply from the Washington aqueduct and sells the surplus to Falls Church and Fairfax. The agreement contains a clause under which Arlington can terminate the supply to Falls Church and Fairfax County on a year's notice as their demand increases. It is estimated by Arlington County that this critical point is at least 5 years away at the present time which would allow for construction of additional mains.

However, if the Langley site is developed with the tributary population growth which is assumed, this critical turnoff time could be shortened to 2 or 3 years, or coincident with the completion of the facility. This would require immediate construction of additional facilities across the river.

Highways, bridges, and transit

Highways and bridges.—The existing highway and bridge plans for this area would not have to be revised. However, all indications are that most of the proposed projects should be completed immediately if the installation is to be

adequately served. The agency has stated that the George Washington Memorial Parkway should be completed and Virginia Routes 123 and 193 should be improved to the site before the installation is completed.

The George Washington Memorial Parkway is now completed to Spout Run in Arlington County. Funds are available to purchase the remaining rights-of-way to the Public Roads property. However, it should be noted that in view of the publicity relating to this installation there is serious doubt that the funds now available would be sufficient because of probable speculative raises in land values.

Route 123 is proposed to be eventually a 4-lane divided highway in place of the existing 2-lane facility on a 40-foot right-of-way. A representative of the Virginia Department of Highways advised the Northern Virginia Regional Planning and Economic Development Commission that this improvement is not scheduled to be made for a number of years. One source reports this to be within 10 years. The Highway department officials indicated that improvements in this area are set up on a priority basis and that money cannot be diverted from other desperately needed projects, such as Seven Corners and Baileys Crossroads.

Arlington County has expressed concern as to whether the present plans for both the parkway and Route 123 are adequate to provide needed capacity. They are both proposed to be four-lane facilities. Independent studies by their planning staff have shown a possible need for six-lane facilities in both cases, particularly because both facilities join at Chain Bridge, which is a narrow two-lane bridge, with poor access at both the Virginia and District of Columbia bridgehead.

The improvement of these facilities has heretofore been planned by stage construction over a period of years. This installation would require immediate construction at very considerable cost.

This installation would also require the construction of a river crossing at Cabin John concurrent with the Virginia section of the outer belt, to at least Route 7, much sooner than existing plans now propose.

Transit.—There has been very little need for concentrated transit service in this area under existing plans, because of the existing low density. The impact of the proposed installation would require an integrated transit system which would be basically dependent upon the provision of adequate highway facilities in the area. This service would only come as the tributary population moved in to make it economical.

Schools

The Fairfax staff has estimated that the location of an installation of the type proposed would mean an additional 4,300 pupils in the county by 1965. This is based on the 22,700 increase in population. This would require, under prescribed standards, 5 new elementary schools and 1 new high school. This area has provided adequate school facilities under existing plans because of the low density development which, of course, required only minimum public facilities.

Parks and recreation

Considerably more park and recreational areas would be required as a result of the proposed relocation. It is estimated that better than 4 times the existing area for parks and recreation would be necessary based on present standards. This would require prompt action by the county and the State of Virginia to begin acquiring land in the stream valleys under the provisions of the Capper-Cramton Act.

The Interstate Commission on the Potomac River Basin and the United States Corps of Engineers have recommended that the Potomac River be preserved as a recreational area for boating, swimming, and picnicing from the Key Bridge north.

Costs

There has not been sufficient time in which to prepare detailed cost estimates related to the required initial capital improvements. It is quite obvious, by the fact that most of the needs shown have heretofore been planned to be provided gradually on a priority basis, that the immediate costs are going to be exceedingly high over a relatively short period of time. A detailed cost estimate should be carefully analyzed as to the total involved and as to the amount each governmental body—county, State, and Federal—would have to provide.

Comparison related to existing outlying installations

The fact that it was necessary to prepare the preceding data as quickly as possible made it difficult to prepare adequate factual data relating to existing outlying agencies. It would have been very helpful to have complete data

comparing before and after conditions at the Bureau of the Census at Suitland, the Army Map Service below Glen Echo, and the National Institutes of Health and Naval Hospital at Bethesda.

Each of these projects were developed without benefit of the prescribed procedures now being followed related to the planning agencies. There have been great changes in each area pertaining to the land use pattern, the population density, highway improvements, and utility requirements. Unfortunately, there is not sufficient data available to relate the impact in terms of the immediate effect on the tax base and the proportionate payments for facilities by the local government and the Federal Government.

Additional information should also be developed pertaining to the building of the Pentagon in Virginia. The Federal Government in that case, through the Lanham Act, made certain payments to Arlington County for public facilities and, of course, constructed the road network, including the Shirley Highway to the Arlington-Fairfax line.

CONCLUSIONS AND RECOMMENDATIONS

It is hoped that the preceding data, prepared jointly through the efforts of the planning staff of Fairfax County, Arlington County, Northern Virginia Regional Planning and Economic Development Commission, and the regional council, has been helpful in setting forth the planning considerations which should be studied before reaching a decision on this problem. There was not sufficient time to present all of the information desired. However, it would appear in this case that any planning agency would be negligent if it did not state the ramifications of such a project related to the planning considerations for the benefit of both the Federal agency and the affected jurisdictions.

The data in this report objectively represent the assumed impact the proposed project would have upon the Langley area as nearly as it can be determined. Analysis of this information indicates that the initial impact in this area would be quite great and probably much greater than in other parts of the county where existing conditions could be more readily adjusted.

As your director, I would like to submit the following recommendations, based on a study of the facts presented.

The council has been orally requested to submit a report on the Langley site. The Fairfax Planning Commission action did not refer to a specific site in the county.

(a) I recommend that careful, considered study be given to the proposal to relocate the Central Intelligence Agency at Langley, Va., on the basis that from the information presented relating to the planning aspect it would be seemingly impractical in view of the immediate capital improvements needed within a 2- to 3-year period.

I certainly agree that it would be possible to locate this installation in the Langley area if money is no object; however, there have been no commitments made to indicate how all of the necessary improvements would be financed.

(b) I recommend that the council in its report on this matter to the National Capital Planning Commission request them to notify the proper Federal agency of the need for establishing criteria to be followed in terms of application procedure, timing, proportionate costs to be borne by agencies involved, and basic data needed from the agency applying.

It is evident that the council and other agencies affected must have more time to consider future projects of this type.

If there are to be more projects of this type following existing procedures, a "package unit" where all of the responsibilities are clearly stated would be desirable even though this would require new legislation.

(c) I recommend that the council offer its assistance to the Central Intelligence Agency in studying other sites, should they so desire.

(d) I recommend that the regional council recommend in its report to the National Capital Planning Commission that the Central Intelligence Agency and other Federal Agencies involved in this project work with the local planning commission in the planning of necessary public facilities.

PAUL C. WATT, Director.

MARCH 31, 1955.

APRIL 7, 1955.

Memorandum.

To: National Capital Regional Planning Council.

Subject: Report on CIA application for development of site near Langley, Va.

1. This special committee to report on the application of the Central Intelligence Agency to locate in Fairfax County near Langley, Va., has met with representatives of the Central Intelligence Agency and has received an oral report from representatives of the Fairfax County Planning Commission and the Arlington County Planning Office. The substance of the Central Intelligence Agency's application has not been embodied in any written report. Therefore, the action of this special committee is based upon oral presentations of the facts made by representatives of the Central Intelligence Agency to this special committee and to other committees on which members of this special committee have heretofore served.

2. The representatives of the Fairfax County Planning Commission reported that that commission had resolved to invite the Central Intelligence Agency to locate in Fairfax County, provided the public cost for water, highways, sewers and other appurtenances required for the initial operation of the project is financed by Federal funds.

3. The representative of the Arlington County Planning Office presented estimates on the future requirements of highway capacity to serve the proposed installation, as well as the limitations upon the water supply.

4. On the basis of the information placed before it, this special committee, with Mr. Max Wehrly nonconcurring, recommends that the application of the Central Intelligence Agency to locate in Fairfax County near Langley, Va., be approved subject to the stipulation made by the Fairfax County Planning Commission that the initial cost of development of appurtenant public facilities be borne by the Federal Government. It is the understanding of this special committee that the specific plans for the development of this site will be submitted to the National Capital Regional Planning Council for approval at a later date, and that these plans will be coordinated by the Central Intelligence Agency with the local planning agencies concerned.

5. The statement of nonconurrence by Mr. Wehrly is attached as enclosure 1 to this report.

T. A. LANE, *Chairman.*
HERBERT C. WELLS.
MAX S. WEHRLY.

DISSENTING STATEMENT

(Max S. Wehrly)

For reasons outlined below, I cannot concur with the attached majority report of the regional council committee relating to the location of the CIA in the Langley, Va., area.

I readily agree that it is possible to locate this installation in the Langley area, but only on the basis that it is possible to do anything, given sufficient time and assured funds. However, I do not think that a project of this magnitude is feasible or desirable in the subject location from the standpoint of either the present or foreseeable effect and impact it will have on this portion of the metropolitan area in terms of adjacent land use, accessibility, public utilities, community services and related factors.

I believe that the planning council would be entirely remiss in its duty if it did not enumerate at least the major elements of impact that such a facility will have on the area for the information of the jurisdictions affected, as well as for the Federal agencies involved.

A careful analysis of the planning considerations related to this site reveals that the proposed project would, in my opinion, have a greater impact here than on almost any other part of Fairfax County and northern Arlington, as it would require a complete recasting of planning and development of the area in terms of magnitude, timing, and cost. If this were a tax-paying activity locating in such an area, both the initial and long-term financial impact would be considerably modified. I should like to list for the record the considerations, as I see them, which would be involved in this project.

(a) *Changes in existing plans for the area*

Existing development of and plans for the area, including the proposed Fairfax master plan just completed, are based on a relatively open-type low population

density not to exceed 10 persons per acre. Virtually no multifamily uses are in existence or contemplated. Commercial and industrial uses are at a minimum. In my opinion, the area is peculiarly suited to this type of development for reasons of topography, subsoil, access and existing character. In effect it continues the character of development already firmly established in the comparable part of Arlington County. With the advent of a large installation, such as proposed the well-conceived plans for the area would have to be completely reviewed. This in itself would be time-consuming and expensive.

(b) *Population growth*

It has been estimated that this installation will bring into the area an additional 22,700 persons directly attributable to the project. This is based on a ratio of 1.4 service workers for each employee or basic worker. We have been informed that only about 10 percent of the existing employees now live in the county out of 30 percent in the northern Virginia area. It should be noted that as the area changes character, with smaller lots and more numerous shopping centers, there will undoubtedly be a further increase in population generated by, but unrelated to, the project itself.

(c) *Utilities*

The agency has stated that they are aiming for a 2- to 3-year completion date. This would require concurrently complete sewage treatment and water service facilities.

At the present time, the projected treatment plant in the Pimmit Run watershed has been authorized and bonds issued on the basis of 10 persons to the acre to serve 7,500 people by the end of a 5-year period. This plant, unless substantially enlarged, would be at or beyond its initial capacity on completion. I am informed that to enlarge it now at county expense, would require revising or scrapping the present bond issue, new plans, a revised bond issue, approval of the State water control board, and a relocation of the plant, requiring a delay of at least 2 to 3 years. It could mean a trunk line to Arlington, Alexandria, or Blue Plains at considerable cost and time. The United States Engineer's Office has advised that sewage effluent could not be dumped at the site above the proposed Little Falls Dam.

The present water supply in the area is now obtained either from scattered ground water sources or purchase from Falls Church through the Arlington mains. Arlington, in turn, purchases it from the Washington aqueduct. Arlington, by written agreement can shut off the supply to Falls Church on 1 year's notice, as they require more water. Careful population forecasts indicate this shutoff period to be within about 5 years, at which time Arlington will need the full capacity of these mains. But it would be only 2 to 3 years away if this project and the development generated by it should be served through the Arlington mains. These mains cross the river into Arlington County at Chain Bridge. Falls Church is contemplating a new service main across the river at Little Falls, designed to connect directly with the Dalecarlia supply. However, the earliest possible completion date would appear to be 1960-62, provided funds were available—which they are not. Even then, there is a serious question if the Dalecarlia supply would be in a position to furnish the Falls Church main in excess of the normal supply estimated by 1960-65 and based on estimates made for a lower demand. In any event, all evidence points to a deficiency between supply and demand for a period of at least 2 to 4 years if the proposed installation is built at Langley.

(d) *Highways and bridges*

Present highway plans, if fully completed, would probably be satisfactory to serve this project. However, within the time schedule proposed, the following highways would have to be completed concurrently with the project, as it can now be reached only by one narrow two-lane road. Only by so doing could the site be reached within any reasonable time period during peaks.

George Washington Memorial Parkway, from Spout Run at least to the property, and preferably to Cabin John Bridge, would be required. Funds are available for this acquisition of right-of-way but it is very doubtful if these funds are now adequate in view of the speculative land values resulting from this project. The roadway would in all probability need to be six lanes instead of four from Chain Bridge to the site.

Routes 123 and 193 in Virginia should be double-barreled to provide adequate capacity, with six lanes on 193 from Glebe Road to Langley. The Virginia highway department has stated that the improvement of 123 is from 5 to 10 years away

if developed on the basis of existing priorities and available funds. There is apparently no priority for the further improvement of 193.

Studies by Arlington County indicate that because of the confluence of the parkway and route 123 at the Chain Bridge bottleneck, it would require both the parkway and 123 to be 6-lane facilities rather than the presently proposed 4, to provide adequate lane capacity for peak periods. Additional width will mean additional rights-of-way and new design plans.

This project will also necessitate a very early priority for the Cabin John Bridge and the Virginia portion of the outer belt. Neither have any priority or authorization at present.

(e) *Economics*

This section of northern Virginia has been experiencing a sound, gradual, and desirable economic development under existing plans because of the low density on large lot areas, requiring a minimum of public facilities and services and supporting a commensurate tax base. If the need for capital improvements increases excessively and rapidly, it is evident that plans, priorities, and financing will have to be drastically revised.

It should be clear that neither the counties nor the State are, or will soon be, in a financial position to absorb the financial impact which can be expected within the time schedule outlined. If considered at all, it should be only on the basis of a complete and coordinated commitment of funds for these facilities and services to be made available concurrently with the appropriation for the installation itself.

In addition to this aspect, it is my considered judgment that the particular site proposed for this installation lies in one of the sections of northern Virginia least able to accommodate it in terms of existing or foreseeable access, utilities and services, or its disruptive effect upon the present character and desirable future development of the area.

STATEMENT OF ANTHONY LEWIS

The Central Intelligence Agency has indicated that it has one major reason for preferring the Langley site to the Winkler tract in Alexandria for its new headquarters. It says that Langley will be more convenient, after construction of the George Washington Memorial Parkway, for its employees who now live in northwest Washington and Montgomery County, Md.

Even after construction of the parkway, Langley will be at most 3 to 5 minutes' less drive from Chevy Chase Circle than the Winkler tract—and it may not be any closer in time if the existing bridges get jammed, as they probably will. Furthermore, wherever CIA decides to build, many of its employees are likely to move near the location during the estimated 3 years of construction. It may be estimated that the agency has a turnover of 15 to 20 percent of its employees each year, and the new employees would surely tend to live in the area where CIA is building.

But suppose it is conceded that, for one group of CIA employees, Langley would mean a few minutes' less driving time. Is that sufficient reason to—

Spend \$8,500,000 extra in Federal funds?

Build in a community that has no adequate roads, no public water or sewerage facilities, inadequate schools (just one school, actually), virtually no bus service (four trips a day) and insufficient housing?

Override the wishes of the locality, when other areas with equal or greater attractions want the CIA?

CIA has offered the argument that "the parkway is going to be built anyway." The legislation which they say authorizes the parkway has been on the statute books since 1930. Congress has not appropriated money for the road yet. If an appropriation is sought, it should be decided on its merits—whether the road is necessary, desirable and economically feasible—not tied to a CIA building.

And no one should be under the misapprehension that the demand for extra Federal funds will stop with the \$8,500,000. Mr. Dulles has been quoted as telling House members that "We have to have the Cabin John Bridge." This is a distantly proposed crossing, not on anyone's priority schedule, for which Virginia says it has no money. That means the Federal Government will have to pay. Virginia also has no money for necessary road improvements around Langley, except for a short stretch of four-lane road which the State has said it

would strain itself to provide. There would undoubtedly be more calls for Federal funds when the CIA highway began pouring cars onto the area's two inadequate, rural roads.

I cannot believe that any other agency would dare bring such a proposal to Congress.

ANTHONY LEWIS, *Langley, Va.*

Senator CHAVEZ. We will now hear Dr. Daniels.

SOCIETY OF MEDICAL CONSULTANTS TO THE ARMED FORCES
STATEMENT OF DR. WORTH DANIELS, PROFESSOR AT GEORGE
WASHINGTON UNIVERSITY MEDICAL SCHOOL

ARMED SERVICES PROFESSIONAL LIBRARY

Dr. DANIELS. I am Worth Daniels, practitioner of medicine and clinical professor at George Washington Medical School. I come here pleading for \$300,000 appropriation for the Armed Services Professional Library. I represent the Society of Medical Consultants to the Armed Forces, which is a small group of individuals who served in uniform in the last war as consultants to one of the Armed Forces. We organized ourselves at the end of the war to continue to help maintain high standards of medicine in the Armed Forces.

AUTHORIZATION

Senator SALTONSTALL. Was this library authorized?

Dr. DANIELS. This is asking authorization of \$350,000 for finished plans, Senator.

Senator SALTONSTALL. That has been authorized?

Dr. DANIELS. That has been authorized.

Senator SALTONSTALL. Has the committee in the House appropriated the funds for it?

Dr. DANIELS. The Armed Forces Committee has recommended it. I understand the Armed Forces Committee of the Senate has recommended this. I don't believe action has been taken by the Appropriations Committee.

Senator CHAVEZ. This committee had information from the library authorities. They appeared here some time ago.

Dr. DANIELS. Yes, sir. This library is one of the great national treasures of this country. It was founded in 1828. It is the largest and best medical library in the world. Few realize its impact on medicine, both civilian research and military. There are 500,000 volumes in the library. It is housed in an 80-year-old building which has a chronically leaky roof which has never been repairable. The collection is constantly undergoing severe deterioration from water damage, from dust and grime, from the nearby railway.

The plan for this library is to place it on the ground of the Naval Medical Center at Bethesda, Md., on land presently owned by the Government. All of American medicine is deeply interested in this project.

The Government is now spending about \$100 million for medical research. This library is one of the most potent factors in medical research in this country. I urge you gentlemen to give it favorable action.

Senator ROBERTSON. Do we have a budget item for it?

Dr. DANIELS. Yes, it is in the Navy budget.

Senator ELLENDER. Doctor, how much use do you make of that library yourself?

Dr. DANIELS. A great deal.

Senator ELLENDER. Do you go there in person?

Dr. DANIELS. In person.

Senator ELLENDER. Suppose it was moved to Bethesda, what would happen then?

Dr. DANIELS. It would be more convenient from a parking angle for me.

Senator ELLENDER. You mean you would go to Bethesda instead of coming to where it is now?

Dr. DANIELS. Yes, I think I could do it faster.

Senator ELLENDER. Why is it necessary to put it in Bethesda, since it is an institution that, although established by the Navy, is used by all the armed services?

Dr. DANIELS. It was established by the Army. It was formerly the Surgeon General of the Army's library. Then the Army Medical Library. With integration, it became the Armed Forces Medical Library.

Senator ELLENDER. With what did you say, "with unification"?

Dr. DANIELS. Unification.

Senator ELLENDER. That is one of the few things that have been unified.

REASONS FOR BETHESDA LOCATION

Dr. DANIELS. The reason for placing it at Bethesda, is that there is good land available for it on the naval hospital grounds. Secondly, it is contiguous to the naval medical center. Three, it is across the street from the National Institutes of Health, which make enormous use of this library. It has easy access to Walter Reed Hospital and would not be a difficult place for those of us who use it locally to get to. Besides local use, as far as individuals going there are concerned, an enormous amount of its use is by medicine throughout the world. Any medical officer in Korea who wants data on any subject that is in that library has a photostat of that material mailed to him by airmail and has it in a few days. So its location would be ideal.

The plans call for the building which would place all the stacks underground. The administrative and reading rooms would be above ground.

Senator ELLENDER. When we had a discussion of that item before this committee a few days ago, I wondered why it is that we should use this state of emergency as an excuse for building a new medical library building. Why don't we wait until we get out of the woods? I am sure you know the condition of our budget.

Dr. DANIELS. Yes, sir. This is not a hospital.

Senator ELLENDER. No, I know it is not; but buildings of that character could wait until we get out of the woods a little.

Dr. DANIELS. I would ask you and the other gentlemen on the way home to ride by Seventh and Independence Avenue and look at the building in which this irreplaceable collection is housed.

Senator ELLENDER. It has been there for quite a while. I have been on this committee for a long time. This is the first time this project has been brought to us, to my knowledge. It seems the

armed services use a state of emergency to get things done, and I resent it.

Dr. DANIELS. I think we should recognize this is an emergency. That building could go up in smoke now. Go by and look. All the money in the country would not replace that collection. Much of it exists nowhere else in the world.

Senator CHAVEZ. We had testimony to the effect that some of the beams and the girders are actually out of place now.

Dr. DANIELS. I think for us to continue to hazard this fine collection would be pennywise and it is the finest and largest collection of medical books, pamphlets and reprints in the world.

POSSIBLE OPERATION WITH LIBRARY OF CONGRESS

Senator ELLENDER. Mr. Chairman, it strikes me that before we appropriate money for this facility that we should look at the feasibility of having this library operated in connection with our Library of Congress here to save a little expense. It was brought out here that you have two hundred-some-odd-people —

Senator STENNIS. Two hundred and twenty-one.

Senator ELLENDER. You have a separate staff of 221 people that we must pay in order to maintain this library. It strikes me that we ought to look into the feasibility of having this library operated in conjunction with the Library of Congress.

Dr. DANIELS. I would say, sir, that 220 people to maintain the finest and largest medical library in the world, doing the work it does, is a small number. There are good arguments against placing it in the Library of Congress. This is a medical installation and should be run for medical people.

Senator ELLENDER. You have a lot of medical data in the Library of Congress.

Dr. DANIELS. A very small amount compared to what exists here.

Senator ELLENDER. I imagine so, but the idea is to try to save a few pennies before we go broke.

Dr. DANIELS. You would have to build a building for this library before it goes up in smoke and the collection falls to pieces anyway regardless of where you put it.

Senator CHAVEZ. You could not replace the collection?

Dr. DANIELS. The collection could not be replaced with any amount of money, that and Fort Knox.

Senator ROBERTSON. I think we can save a few pennies on the foreign-aid program. I am going to try to save enough to take care of your project.

Senator SALTONSTALL. The purpose of a collection of books like this is for use by medical people. Would medical people come up here to the Library of Congress as easily as to the Bethesda Hospital?

Dr. DANIELS. I think they would go to their own installation a little more easily. The prime consideration of that library is to serve medical teaching, medical practice, and medical research. Their interest would be considered.

Senator SALTONSTALL. If a Member of Congress has a unique operation to be performed on him and goes to the Bethesda Hospital, he wants that library nearby.

Dr. DANIELS. Yes, sir.

Senator SALTONSTALL. Even if a distinguished man like yourself is taking care of him.

Dr. DANIELS. Yes, sir.

Senator CHAVEZ. Are there any other questions? If not, thank you.

Dr. DANIELS. Thank you for hearing me, gentlemen.

Senator ELLENDER. The doctor must like to pay taxes.

Dr. DANIELS. I would like to pay taxes for this purpose.

Senator STENNIS. I was impressed by the number of employees. Do you know anything about the library size?

Dr. DANIELS. Very little.

Senator STENNIS. You said you were surprised that the number of employees was not greater. Why did you say that if you know very little about the library size?

Dr. DANIELS. At the present time I consider them understaffed for adequate use of the library.

Senator STENNIS. I don't know anything about it, but that sounds like a big number to me.

Dr. DANIELS. Actually a large amount of their activities have nothing to do with readers. It has to do with Professor Jones who is researching on this, that and the other at Stanford University, who in order to carry out his work must have a chart of what has been done before. He must know what other physicians and investigators have done. To get that there is no place in the world he can get all of it except right here. He can get that material either in photostat or in original sources by having it shipped to him. Most of their work is of that nature.

Thank you, gentlemen.

Senator CHAVEZ. Thank you, Doctor.

We will get back to CIA.

STATEMENT OF SAMUEL E. NEEL, LANGLEY, VA.

OBJECTION TO CIA BUILDING LOCATION

Mr. NEEL. My name is Samuel E. Neel. I live approximately one-quarter of a mile from where this installation may be. I think we ought to be careful to state to you gentlemen that we, of course, recognize the necessity for CIA, as they have told you, to have some kind of a centralized installation both from the point of view of saving money, and from the point of view of their convenience. What we are really saying to you gentlemen is that while we recognize their need for a building and recognize the necessity for their appropriation, we object to the location of the building in an area such as Langley. We believe that, Senator Ellender, you can save the taxpayers \$8.5 million this year, and still take care of CIA's needs, and still save the nature of our community by authorizing the appropriation for the building but by not authorizing any extra so far as roads are concerned.

DESCRIPTION OF AREAS

I would like to tell you gentlemen a little bit about the area where we live. This site (and my house) is approximately 3 miles from the Potomac River in Fairfax County. It is 8 miles from the White House. There is only one highway which serves the area. We have no sewers in this area. We have our own septic tanks. We have no

water facilities anywhere around the site. We have our own wells. That is one of the problems of the area, that the water table is dropping. There is no bus service of any consequence to our area. There is no bus service of any consequence to our area. There are 2 buses in the morning from Washington that serve this area where this installation is, and 2 buses the other way in the evening. There are only roughly 2,500 registered voters in the entire precinct where this property is located. In other words, you are talking about a very rural kind of area.

I would like to show you an aerial photograph of the property at which it is proposed to put this installation. The area owned by the Bureau of Public Roads is outlined in red.

Mr. FISHER. Here is the area in red that is the Public Roads tract, a mile and a half frontage on the river.

LOCATION OF ROAD

Senator ELLENDER. Where would the contemplated road be located?

Mr. NEEL. The Memorial Parkway would cross Virginia Highway 123 and wind around in this way. It would come to a dead stop at the Government property.

Senator ELLENDER. You mean under the present plans.

Mr. NEEL. Yes, sir.

Senator ELLENDER. Isn't it contemplated to have a road go further up to Great Falls?

Mr. NEEL. There are general plans to have it go up to Great Falls.

Senator ELLENDER. There is no objection to that, is there, from the citizens?

Mr. NEEL. No. The idea of a road along the park area we are all for. It is contemplated, and the CIA states they can only go to this site. In addition to the money for the parkway the State of Virginia will have to spend whatever money is necessary to make highway 123, which is now a 2-lane highway into a 4-lane divided highway, at least from where the Memorial Parkway would cross up to this fork. Until recently the highway department stated they had no money for such improvements in the foreseeable future. They have recently stated they could probably find some money to do that for this part of the road. Nothing is said about enlarging Chain Bridge or the highway down here.

So you can see what kind of territory you are dealing with. It is strictly residential area. There is not a single commercial installation from the Chain Bridge to McLean, Va., which is up around this corner, except two small filling stations located along this highway. This is like some parts of Westchester County and some parts of the peninsula south of San Francisco. So what we are talking about is the installation of a Pentagon kind of facility in an area which is strictly residential.

Senator KNOWLAND. The thing that appeals to me from this map you have just shown us there, if it goes clear over to the river front, for a highly sensitive agency like CIA, particularly if we got into a period of imminence of war, wouldn't they almost have to close off any public access even if the highway was built to Great Falls? They could not have the general public traipsing through this highly sensitive agency.

Mr. NEEL. I don't know. But I think it is a perfectly good question, and it would worry us, Senator.

Senator ROBERTSON. Mr. Chairman, I am sorry to interrupt, but I made an appointment with Governor Eccles in my office at 12 o'clock assuming that this hearing would be over by then.

Before my friend from Fairfax came in, I announced I was not taking any position for or against either their site or Alexandria. I am sorry I have to leave, but I have kept Governor Eccles waiting for 12 minutes.

Senator CHAVEZ. We have only one more witness on CIA. That is the mayor of Alexandria.

Mr. NEEL. If I may continue; when it first became public information that CIA might possibly locate in Virginia, this was in March of this year, the Citizens Association of McLean, Va., and bear in mind that McLean, Va., is a crossroads, unincorporated community, there is no town out there, it is simply a group of stores around a little crossroad about a mile from this property, and which is the only shopping facility in the entire area. Langley is simply the name for a fork in the road. There used to be a post office many years ago at Langley. It was moved up to McLean. There is no town or anything like that at Langley.

OPEN MEETING FOR DISCUSSION OF MATTER

When we found out that this installation which we think will have such a tremendous impact and change the character of our neighborhood was contemplated, we invited all the planning organizations, and Mr. Dulles' organization through Colonel White, and the Fairfax County Board of Supervisors to come to an open meeting and discuss the matter. Colonel White said he would be unable to be present because he could not discuss this matter publicly.

The board of supervisors were not present, but the planning organizations were present. At that meeting we had what is for us a relatively large number of people present. We have four-hundred-some-odd members of the citizens association living in the area, and some 190 were present. They voted 105 to 80 to oppose the CIA location at Langley. In other words, we didn't want them at Langley. We made that known to the CIA and to all other agencies shortly after that meeting. I would like to file for the record a copy of our letters and several other documents dealing with this matter.

(The material referred to follows:)

WASHINGTON, D. C., March 14, 1955.

Re proposed facilities of Central Intelligence Agency.

Hon. JOEL T. BROYHILL,

House of Representatives, Washington, D. C.

DEAR CONGRESSMAN BROYHILL: I am writing you at the request of Mr. Winfield Preston, president of the McLean Citizens Association, of which I am a director.

Residents of the area in and around McLean and Langley were very much surprised last week to read that the Central Intelligence Agency had selected the property at Langley which belongs to the Public Roads Administration as the preferred site for the location of the new headquarters of the Agency, an installation said to be estimated to cost \$38 million and to provide for some 8,000 to 10,000 personnel.

It was, and is, the feeling of many residents in the area that the erection of such a facility at the Public Roads' site in Langley would completely change the

residential character of the neighborhood surrounding the site and that the proposed installation, for this reason and others, would be extremely undesirable — particularly since the public facilities in the area are totally inadequate to serve such an installation as is proposed.

The residents in this area feel that there are other sites in Fairfax County far more suitable for this type installation and which are contemplated by the master plan for the development of the county. This is not true of the proposed site in Langley.

Since this matter was of such importance to the locality, Mr. Preston called a meeting of the board of directors of the association to discuss this matter. This meeting was held on Friday, March 11. At that meeting the board voted to call a special meeting of the members of the association. This meeting has been set for 8 p. m. on the evening of Tuesday, March 22.

Mr. Preston requested me to invite you to attend this meeting on behalf of the Fairfax County Planning Commission and to participate in the discussion. Representatives of the National Capital Regional Planning Council and of the Northern Virginia Regional Planning and Economic Development Commission will be invited. We also are sending invitations to a representative of the Central Intelligence Agency, to Mr. G. Wallace Carper, and to Representative Joel T. Broyhill.

The meeting will be held in the auditorium of the new Franklin Sherman Public School at McLean.

In addition to the resolution authorizing a special meeting of the association to discuss this matter, the board, on March 11, also passed a resolution as follows:

“Resolved, That this board recommend to the membership of the association that the association oppose the location of the proposed CIA facilities at the Public Roads Administration site at Langley.”

This resolution disapproving the proposed location will be presented to the membership at the meeting on March 22.

For your information, the board of directors of the McLean Citizens Association is composed of 23 directors, 5 members elected at large and 1 member representing each of the following organizations of McLean:

Lions Club	St. John's Episcopal Church
Parent Teachers Association	Langley Methodist Church
American Legion	McLean Baptist Church
Volunteer Fire Department	St. John's Catholic Church
Sharon Lodge, A. F. & A. M.	Library Association
Eastern Star	Horse Show Association
Lewinsville Presbyterian Church	

I would appreciate it if you would bring not only the invitation contained in this letter but also the resolution of the board of directors of the association opposing the location of the proposed facilities in Langley to the attention of the commission.

I would also appreciate your letting me know at District 7-8644 whether you can be present at the meeting on March 22.

Very truly yours,

SAMUEL E. NEEL,

Member Board of Directors and Past President, McLean Citizens Association.

Similar letters addressed to: Mr. Charles Robinson, executive director, Northern Virginia Regional Planning and Economic Development Council; Mr. Herbert Schumann, director, Fairfax County Planning Commission; Mr. Paul Watt, director, National Capital Regional Planning Council; Mr. Laurence K. White, Staff Director, Central Intelligence Agency; Mr. G. Wallace Carper, chairman, Fairfax County Board of Supervisors.

MARCH 23, 1955.

HON. JOEL T. BROYHILL,
*United States House of Representatives,
Washington, D. C.*

DEAR CONGRESSMAN BROYHILL: On March 22, 1955, a special open meeting of the members of the McLean Citizens Association was held to consider the proposal of the Central Intelligence Agency to locate its proposed new \$38 million headquarters building on the property at Langley now owned by the Bureau of Public Roads.

Representatives of the Fairfax Planning Commission, the Northern Virginia Regional Planning Commission, and the Fairfax County School Board were present at the meeting by invitation and reported to the members on the impact that the proposed facilities, if located on the Langley site, would have on the entire McLean area in terms of increased population, land use and requirements for schools, highways, sewers, and water.

After the presentation of these reports the following resolution, which had been passed by the board of directors of the association at a meeting held March 11, 1955, was presented to the membership for approval:

"Resolved, That this board recommend to the membership of the association that the association oppose the location of the proposed CIA facilities at the Public Roads Administration site at Langley."

The above resolution was approved by the members of the association present at the meeting by a vote of 105 to 80. A substitute resolution favoring the location of the proposed facilities at Langley, provided the Federal Government agreed to assume all costs of required sewer, water, and highway improvements, was defeated by a vote of 105 to 70.

As a Member of the United States House of Representatives from the 10th Congressional District of Virginia in which the McLean area is located, you are requested to bring this letter and the decision of the members of the association on this matter to the attention of the appropriate congressional committees and to the attention of other interested parties, and to assist this association and your constituents who are residents of the McLean area in persuading the responsible officials of the Central Intelligence Agency to locate their proposed facilities at some site in Fairfax County, or elsewhere, other than at the Bureau of Public Roads site at Langley.

Sincerely yours,

WINFIED PRESTON,

President, the McLean Citizens Association.

Similar letters addressed to Mr. O. V. Carper, member, Fairfax County Planning Commission; Mr. John W. Brookfield, member, Northern Virginia Regional Planning Commission; Mr. G. Wallace Carper, chairman, Fairfax County Board of Supervisors; Col. Laurence K. White, Staff Director, Central Intelligence Agency; Mr. Harlan Bartholomew, Chairman, National Capital Planning Commission; Hon. Joel T. Broyhill, House of Representatives; Hon. Harry Flood Byrd, United States Senate.

WASHINGTON 5, D. C., May 24, 1955.

Mr. G. WALLACE CARPER,
*Chairman, Board of Supervisors,
Fairfax County, McLean, Va.*

DEAR MR. CARPER: This letter refers to the recent actions of the board of supervisors, of which you are chairman, as published in the daily newspapers, to persuade the Central Intelligence Agency to locate its proposed new headquarters building at the Bureau of Public Roads site in Langley, Va.

I am writing you this letter not in any official capacity at all, but simply as a property owner who lives, votes, and pays taxes in Fairfax County and who is a registered Democrat of the Dranesville District, which you represent on the board.

As you undoubtedly know, many of us who live near Langley were considerably disturbed when it was first proposed to put the CIA facility at Langley. In addition to the personal belief of many of us that such an installation would entirely change the character of the neighborhood, it seemed obvious to us that the public utilities in the area were totally inadequate to care for the proposed installation and that they could only be made adequate at a tremendous expense which would, in the final analysis, have to be borne by the taxpayers of the community, since this new installation, being a Government agency, would in no way contribute to the payment of any additional State or county taxes. It seemed to us that even assuming the county had the funds to provide the utilities (which we were told they did not), such an expense would be a completely unauthorized expenditure of the taxpayers' dollars.

It was, therefore, with a considerable sense of relief that we learned that the board of supervisors, although expressing no opposition to the location of the facility at Langley, in its initial action, conditioned its approval upon the Federal Government's contributing the total cost of the new utilities required. That seems to me to have been a perfectly sound position. What I cannot understand is the board's complete reversal of this attitude as reported during the weeks which have followed the first action of the board.

I can understand the interest of the Fairfax County Chamber of Commerce in securing this installation at any cost and at any location, since the chamber of commerce represents the merchants of the area who, having something to sell, would indeed stand to benefit financially from the location of such an installation in the county, and who have no reason to be concerned about the effect of the installation upon those owning nearby property or its cost to the property owners.

However, the supervisors are elected to represent all the residents of the county—not simply the merchants—and it seems to me that in supporting the viewpoint of the business interests in this instance, the board of supervisors has completely neglected the interests of the many people of the area who have come to Fairfax County, not to sell something, but to find a pleasant place in which to live, and who, by the payment of taxes, support the county just as much as do the merchants.

I am enclosing a report submitted to the National Capital Area Regional Planning Council by Mr. Max S. Wehrly, which you may or may not have seen. This report presents in a very detailed fashion many of the reasons why the location of the proposed CIA facilities at Langley should not be recommended or supported. Nothing that has been published in the papers indicates how the board of supervisors proposes to meet the expenses and the problems pointed out in Mr. Wehrly's memorandum, yet these questions and problems will have to be answered, even if you do not consider at all the effect such a new facility would have on what is now strictly a residential area.

I should, therefore, appreciate your advising me in what way the board of supervisors feels that it is to the benefit of the entire taxpaying public of the county that this facility should be located at Langley, and what answers the board of supervisors has to the questions raised by Mr. Wehrly which justify the complete reversal of the original attitude of the board.

I might add that nothing that has been published in the newspapers to date has changed the attitude of many of us who live in the Langley area and whose opposition to this project has been made known since the beginning, both to you and to the other members of the board of supervisors. I believe you, as our elected representative to the board, should give as much consideration to these views as you do to the views of the Fairfax County Chamber of Commerce and those of the business interests of the county.

Sincerely yours,

SAMUEL E. NEEL.

DISSENTING STATEMENT

Max. S. Wehrly

For reasons outlined below, I cannot concur with the attached majority report of the regional council committee relating to the location of the CIA in the Langley, Va., area.

I readily agree that it is possible to locate this installation in the Langley area, but only on the basis that it is possible to do anything, given sufficient time and assured funds. However, I do not think that a project of this magnitude is feasible or desirable in the subject location from the standpoint of either the present or foreseeable effect and impact it will have on this portion of the metropolitan area in terms of adjacent land use, accessibility, public utilities, community services, and related factors.

I believe that the planning council would be entirely remiss in its duty if it did not enumerate at least the major elements of impact that such a facility will have on the area for the information of the jurisdictions affected, as well as for the Federal agencies involved.

A careful analysis of the planning considerations related to this site reveals that the proposed project would, in my opinion, have a greater impact here than on almost any other part of Fairfax County and northern Arlington, as it would require a complete recasting of planning and development of the area in terms of magnitude, timing, and cost. If this were a taxpaying activity locating in such an area, both the initial and long-term financial impact would be considerably modified. I should like to list for the record the considerations, as I see them, which would be involved in this project.

(a) *Changes in existing plans for the area*

Existing development of and plans for the area, including the proposed Fairfax master plan just completed, are based on a relatively open-type low population density not to exceed 10 persons per acre. Virtually no multifamily uses are in

existence or contemplated. Commercial and industrial uses are at a minimum. In my opinion, the area is peculiarly suited to this type of development for reasons of topography, subsoil, access, and existing character. In effect it continues the character of development already firmly established in the comparable part of Arlington County. With the advent of a large installation, such as proposed, the well-conceived plans for the area would have to be completely reviewed. This in itself would be time consuming and expensive.

(b) Population growth

It has been estimated that this installation will bring into the area an additional 22,700 persons directly attributable to the project. This is based on a ratio of 1.4 service workers for each employee or basic worker. We have been informed that only about 10 percent of the existing employees now live in the county out of 30 percent in the northern Virginia area. It should be noted that as the area changes character, with smaller lots and more numerous shopping centers, there will undoubtedly be a further increase in population generated by, but unrelated to, the project itself.

(c) Utilities

The Agency has stated that they are aiming for a 2 to 3 year completion date. This would require concurrently complete sewage-treatment and water-service facilities.

At the present time, the projected treatment plant in the Plamit Run watershed has been authorized and bonds issued on the basis of 10 persons to the acre to serve 7,500 people by the end of a 5-year period. This plant, unless substantially enlarged, would be at or beyond its initial capacity on completion. I am informed that to enlarge it now at county expense, would require revising or scrapping the present bond issue, new plans, a revised bond issue, approval of the State water control board, and a relocation of the plant, requiring a delay of at least 2 to 3 years. It could mean a trunkline to Arlington, Alexandria, or Blue Plains at considerable cost and time. The United States Engineer's office has advised that sewage effluent could not be dumped at the site above the proposed Little Falls Dam.

The present water supply in the area is now obtained either from scattered ground water sources or purchased from Falls Church through the Arlington mains. Arlington, in turn, purchases it from the Washington aqueduct. Arlington, by written agreement, can shut off the supply to Falls Church on 1 year's notice, as they require more water. Careful population forecasts indicate this shutoff period to be within about 5 years, at which time Arlington will need the full capacity of these mains. But it would be only 2 to 3 years away if this project and the development generated by it should be served through the Arlington Mains. These mains cross the river into Arlington County at Chain Bridge. Falls Church is contemplating a new service main across the river at Little Falls, designed to connect directly with the Dalecarlia supply. However, the earliest possible completion date would appear to be 1960-62, provided funds were available—which they are not. Even, then, there is a serious question if the Dalecarlia supply would be in a position to furnish the Falls Church main in excess of the normal supply estimated by 1960-65 and based on estimates made for a lower demand. In any event, all evidence points to a deficiency between supply and demand for a period of at least 2 to 4 years if the proposed installation is built at Langley.

(d) Highways and bridges

Present highway plans, if fully completed, would probably be satisfactory to serve this project. However, within the time schedule proposed, the following highways would have to be completed concurrently with the project, as it can now be reached only by 1 narrow 2-lane road. Only by so doing could the site be reached within any reasonable time period during peaks.

George Washington Memorial Parkway, from Spout Run at least to the property, and preferably to Cabin John Bridge, would be required. Funds are available for this acquisition of rights-of-way but it is very doubtful if these funds are now adequate in view of the speculative land values resulting from this project. The roadway would in all probability need to be 6 lanes instead of 4 from Chain Bridge to the site.

Routes 123 and 193 in Virginia should be double-barreled to provide adequate capacity with 6 lanes on 193 from Glebe Road to Langley. The Virginia Highway Department has stated that the improvement of 123 is from 5 to 10 years away.

if developed on the basis of existing priorities and available funds. There is apparently no priority for the further improvement of 193.

Studies by Arlington County indicate that because of the confluence of the parkway and Route 123 at the Chain Bridge bottleneck, it would require both the parkway and 123 to be 6-lane facilities rather than the presently proposed 4, to provide adequate lane capacity for peak periods. Additional width will mean additional rights-of-way and new design plans.

This project will also necessitate a very early priority for the Cabin John Bridge and the Virginia portion of the outer belt. Neither have any priority or authorization at present.

(e) *Economics*

This section of northern Virginia has been experiencing a sound, gradual and desirable economic development under existing plans because of the low density on large lot areas, requiring a minimum of public facilities and services and supporting a commensurate tax base. If the need for capital improvements increases excessively and rapidly, it is evident that plans, priorities and financing will have to be drastically revised.

It should be clear that neither the counties nor the State are, or will soon be, in a financial position to absorb the financial impact which can be expected within the time schedule outlined. If considered at all, it should be only on the basis of a complete and coordinated commitment of funds for these facilities and services to be made available concurrently with the appropriation for the installation itself.

In addition to this aspect, it is my considered judgment that the particular site proposed for this installation lies in one of the sections of northern Virginia least able to accommodate it in terms of existing or foreseeable access, utilities, and services, or its disruptive effect upon the present character and desirable future development of the area.

MAY 24, 1955.

Hon. HARRY F. BYRD,
United States Senate, Washington, D. C.

DEAR SENATOR BYRD: I am taking the liberty of enclosing a letter that I have written to Mr. G. Wallace Carper, chairman of the Fairfax County Board of Supervisors, regarding the attitude of the board of supervisors toward the location of a proposed facility for the Central Intelligence Agency at Langley, Va., where I live.

I particularly would like to encourage you to read Mr. Wehrly's memorandum because it so clearly points up the problems which the board of supervisors have not faced up to.

When the appropriation bill containing the request for \$56 million which I understand the CIA is asking to construct their new facilities, comes up for consideration, I certainly hope you will see fit to ask the representatives of the CIA if they still intend to go to Langley. If they do, I am perfectly sure that in the final analysis the board of supervisors of the county will be unable to provide all the services they are now talking about, and the CIA itself will end up spending a large part of its appropriation for services that can be made available without cost at other satisfactory sites.

I am not against "progress" in Fairfax County; but this is not progress. I do not think the Federal Government ought to be an accessory to the fiscal inconsistencies of the Fairfax County Board of Supervisors.

Sincerely yours,

SAMUEL E. NEEL.

MAY 24, 1955.

Hon. ALLEN W. DULLES,
*Director, Central Intelligence Agency,
Washington, D. C.*

DEAR MR. DULLES: I am taking the liberty of forwarding you a copy of a letter I have just written to Mr. G. Wallace Carper, chairman of the Board of Supervisors, Fairfax County, Va.

There are many, many of us who live in the Langley area who feel as I do about this matter. I think the CIA should realize that the board of supervisors, in their recently published statements, is not reflecting any change in the viewpoint of the majority of the citizens of the area.

Sincerely yours,

SAMUEL E. NEEL.

WASHINGTON 5, D. C., May 12, 1955.

Hon. WALTER WILLIAMS,
Under Secretary, Department of Commerce,
Washington, D. C.

DEAR WALTER: I am writing you as past president and a member of the board of governors of the McLean, Va., Citizens Association.

The Bureau of Public Roads holds title to approximately 500 acres of real estate located near McLean, Va. This area is located between the Potomac River and Virginia Highway No. 123 at Langley. The Bureau of Public Roads has 1 or 2 buildings on the property, but as I understand it, the original use contemplated for the property has never been put into effect and a large area of this land remains unused.

Some weeks back many citizens in the area were considerably disturbed to read in the newspapers that the Bureau of Public Roads has consented to make available to the Central Intelligence Agency a considerable part of this area for the erection of a building to house approximately 10,000 Central Intelligence Agency employees. The building was to cost anywhere from 38 to 50 million dollars and there was to be parking space for 3,000 automobiles.

The area where this site is located is entirely a residential area. It is similar to parts of Westchester County, N. Y., and the northern shore of Long Island. To many of us who live in the area the proposal of the CIA was incredible. It would have completely changed the character of the neighborhood, in addition to which the public facilities (roads, sewer, water, etc.) of the area were totally inadequate for such an installation.

The McLean Citizens Association, after quite a spirited meeting, passed a resolution opposing the use of this site for a CIA facility. This resolution was conveyed to all interested parties and was at least in part responsible for the final decision of the CIA to abandon any proposal to locate their facility on the Public Roads site.

Now that the CIA proposal is definitely dead, the question now remains as to what use this Public Roads area, if it is surplus to the needs of the Public Roads Administration, is to be put. Having come so near to what many of us regard as a catastrophe, it seems desirable that the citizens of the community take what steps they can now, in advance of any other proposal, to see if we cannot work out with the Government agencies concerned a use to which this property can be put which is in keeping with the Government's requirements and which at the same time will make as little change in the character of the neighborhood as possible.

The first step it would seem would be to secure from the Bureau of Public Roads an accurate chart of the property at Langley which the Bureau owns, together with an accurate description of what part of the area is not needed by the Bureau for its own purposes. Once this information is available we could proceed with a discussion with the proper authorities as to the disposition of the "surplus" part of the area.

If this is a proper request, I would very much appreciate it if you could have the Bureau furnish me with a map of the area, as mentioned above, and if you could direct me to the responsible officials with whom we could begin our conversations.

Sincerely,

SAMUEL E. NEEL.

THE UNDER SECRETARY OF COMMERCE,
Washington, May 17, 1955.

Mr. SAMUEL E. NEEL,
Washington, D. C.

DEAR SAM: Thanks for your letter. This will merely serve as an acknowledgment. I'll let you know further after I've had a chance to run this situation down. Warm regards.

Sincerely yours,

WALTER WILLIAMS.

McLEAN CITIZENS' ASSOCIATION, FAIRFAX COUNTY

MASTER PLAN RESOLUTIONS

The McLean Citizens' Association, at an open meeting held April 5, 1955, adopted the following resolutions with respect to the proposed master plan for Fairfax County.

The McLean Citizens' Association:

(1) Approves the construction of the George Washington Memorial Parkway from its present terminus up to the junction of the proposed Belt Highway at or about Dead Run; and urges that this be accomplished as quickly as possible.

(2) Approves the construction of the proposed Belt Highway, through the McLean area, and urges that this be accomplished as quickly as possible; especially that the right of way be acquired immediately.

(3) Believes that routes 123 and 193 should not be developed as 4-lane highways through the McLean area; that instead the proposed 2-lane Pinmit Run Parkway be built as a 4-lane parkway from the Arlington County line to route 7, excluding commercial vehicles; provided that after construction of the Memorial Parkway and the widening of Old Dominion Drive another commuter road proves to be necessary; and further provided that the Kirby Road (Mackrell Lane) route be found unfeasible as a substitute for the Pinmit Run Parkway.

(4) Approves the proposed widening of Old Dominion Drive to a 4-lane highway from the proposed Belt Highway to the Arlington County line, and urges that this be accomplished as quickly as possible.

(5) Approves the prohibition of permanent buildings on the actual flood plains of the McLean area, as shown on the master plan map.

(6) Disapproves any area to be zoned for multiple family dwellings for the McLean area, as suggested in the master plan.

(7) Approves the area to be zoned for 10,000 square foot lots, 12,500 square foot lots, and 17,000 square foot lots as shown in the proposed master plan for the McLean area, except as otherwise provided by existing deed, provided such lots will not be east of Buchanan Street; and that the association recommends the area south of Old Dominion Drive, and east of route 123 to route 7 be zoned for 12,500 square foot lots, not 1-acre lots, provided sewer and waterlines are made available.

(8) Recommends that in the McLean area, except as provided in resolution 7 the areas to be zoned in the master plan as 1, 3, and 5 acre lots all be zoned as recommended in the master plan and in no circumstances less than 1-acre lots.

(9) Approves the area zoned or business in the master plan for the central McLean area only.

(10) Recommends that park and recreation areas be designated for the McLean area, including if possible the bulk of the Public Roads property at Langley.

The above is a true copy of the resolutions adopted April 5, 1955.

McLEAN CITIZENS' ASSOCIATION,
DORCAS S. HALL, *Secretary*.

INVITATION FROM FAIRFAX COUNTY SUPERVISORS

Mr. NEEL. Shortly thereafter the Fairfax County Supervisors passed a resolution which invited CIA to come to Fairfax County only if the Federal Government would provide necessary water, sewer, and road facilities. That was impossible, and, of course, the CIA promptly withdrew their decision to go to Langley.

Most people forgot about the matter until the board of supervisors passed another resolution which in effect said "We would be glad to have you come to Fairfax County and if Langley is the only place in Fairfax County you will come, we, the supervisors, will be glad to have you in Langley, and we will try to take care of the incidental costs of sewers, roads, and water." How they will do it is a great conjecture. We residents who pay the taxes for the cost of these things wonder if we have the money to do it.

After that meeting and after the board of supervisors had passed that latter resolution, the interest of CIA in this site picked up.

Our point is this. If it is absolutely necessary to put a junior grade Pentagon in our back yards, we as good citizens, if there is a special reason, though it would change the character of our community, we will go along with it. But there is no such compelling reason. We do not see why this committee or the Congress ought to spend additional money to allow CIA to go to a place where the local residents don't want it when they can get adequate sites elsewhere.

I have no brief for the Winkler site. I am not employed in any capacity to represent that site. It is available. The Shirley Highway goes right by it. It is closer to the Pentagon than this site. It is closer to the White House than this site. The traffic pattern is established. The cost to purchase that Winkler tract would only be \$175,000. The cost to fix the connection up to the roadway would be another couple of hundred thousand dollars. Less than \$400,000 would set up the CIA in a site that is perfectly adequate.

We cannot see why this Congress ought to authorize \$8.5 million to do a job that \$400,000 will do when the citizens of the local area think that the whole character of the neighborhood would be changed by this kind of installation.

Senator CHAVEZ. We want to hear as soon as possible from the mayor of Alexandria to tell us how good the Winkler site is.

Senator STENNIS. Mr. Chairman, may I interpose at this point that I understand some parties are here from the area that want this building at Langley. We did not get a chance to hear them before the Armed Services Committee, and I feel some obligation to them. May I ask that they be heard briefly at this time?

Senator CHAVEZ. They will be heard.

Senator STENNIS. I thought you were going to another site.

Senator CHAVEZ. We can hear from Mr. Townsend now before we hear from the mayor.

Mr. NEEL. May I have the authority to put various matters in the record, please?

Senator CHAVEZ. Yes.

Mr. NEEL. Thank you very much.

(The information referred to follows:)

McLEAN BUSINESS ASSOCIATION,
McLean, Va.

To Central Intelligence Agency:

The board of directors of the McLean Business Association representing 23 businesses in McLean, Va., embodying the Langley-McLean area and for a radius of approximately 5 miles, unanimously passed the following resolution at a special meeting on March 18, 1955:

Whereas, be it resolved, that the Federal Government now owns the large tract of land at Langley, McLean, Va., being considered for the CIA project, its use by that Government Agency would tend to maintain, and improve, the general character of the whole Langley-McLean area, and

Whereas its use by that Government Agency will in our opinion, conform with the proposed master plan for Fairfax County: Therefore, be it

Resolved, That the McLean Business Association wishes to go on record as favoring the Langley location.

H. H. ENGLAND, *President*.

GREAT FALLS GRANGE NO. 738 AT FORESTVILLE,
Herndon, Va.

To Central Intelligence Agency:

The Great Falls Grange No. 738 located at Forestville with a membership of 242 members covering a radius of approximately 10 miles passed the following resolution at their last meeting March 16, 1955, after considerable discussion.

Whereas the Federal Government proposes to locate the Central Intelligence Administration on the public roads property located at Langley; and

Whereas this is Federal property already off the tax rolls of Fairfax County; and

Whereas this property is most conveniently located to be reached by two arterial highways namely George Washington Memorial Highway and the Cabin John, Jones Point circumferential highway and a primary highway namely Chain Bridge Road: Therefore, be it

Resolved, That the Great Falls Grange No. 738 wishes to go on record as favoring the Langley location.

EARL C. DUDLEY, *Master.*

COMMONWEALTH OF VIRGINIA,
COUNTY OF FAIRFAX,
Fairfax, Va., June 1, 1955.

Col. L. K. WHITE,
*Deputy Director, Central Intelligence Agency,
Washington, D. C.*

DEAR COLONEL WHITE: On behalf of the Fairfax County Planning Commission, I wish to express here the invitation of welcome to the Central Intelligence Agency that has been formally voted by our members.

Our planning commission is an official advisory body set up by the Fairfax County Government, charged with surveying the county's needs, possibilities, and desirable developmental objectives, and offering recommendations based on the results of studies by our full-time staff. Our Commission's 15 members give their time freely in a spirit of public service.

We have formally stated to the Fairfax County Board of Supervisors our views upon the desirability of the Central Intelligence Agency. In this we feel that we have correctly expressed, at the same time, the overwhelming majority sentiment of Fairfax County's residents. We look forward to your choosing permanent headquarters in our county. With the understanding that you prefer the site near Langley, our staff executives, Mr. Herbert F. Schumann, director of planning, and Mr. John H. Geiger, principal planner, have prepared the maps and some of the other data submitted in the compilation by the Fairfax County Chamber of Commerce herewith.

Respectfully yours,

KEITH PRICE,
Chairman, Fairfax County Planning Commission.

THE PROVIDENCE JOURNAL,
McLean, Va., June 7, 1955.

Hon. ALLEN W. DULLES,
*Director, Central Intelligence Agency,
Washington, D. C.*

DEAR SIR: We are pleased to learn that the many misconceptions regarding the attitude of the residents of the McLean area toward the location of the CIA office building at Langley, and the ability of our local authorities to supply necessary utility and road improvements, have finally been cleared up, and that your organization is again seriously considering the Langley site.

As editor of our local weekly newspaper, we are confident that the residents of the area feel that the CIA is the outstanding agency in the Federal Government, and the majority of them will welcome it as a desirable addition to the community.

From our long acquaintance with our county and our State officials, we are confident that you will find them most cooperative in all matters in which they can be of assistance.

Yours very truly,

RICHARD M. SMITH,
Editor and Publisher.

THE VIENNA TRUST CO.,
Vienna, Va., March 21, 1955.

FAIRFAX COUNTY PLANNING COMMISSION,
Fairfax, Va.

GENTLEMEN: We have noticed in the press that the Central Intelligence Agency has considered building on the property which they presently own in Langley, Va.

This bank feels that this is a proper location for this building as the Government now owns the land which, we believe, is not taxable. To place it elsewhere in the county would only mean taking additional land off the tax rolls and this we do not believe to be good economics.

We, therefore, suggest that serious consideration be given to having the building located at the above-mentioned site.

Very truly yours,

G. N. CORB, *President.*

FAIRFAX COUNTY CHAMBER OF COMMERCE,
Fairfax, Va., June 1, 1955.

Col. L. K. WHITE,
*Deputy Director, Central Intelligence Agency,
Washington, D. C.*

DEAR COLONEL WHITE: Without, to the best of my knowledge, a single dissent among our more than 450 members, representing the business leadership of Fairfax County, the Fairfax County Chamber of Commerce welcomes the CIA to Fairfax County.

As of possible help to you, we respectfully submit the accompanying maps and other exhibits, which strikingly point out the advantages of a Fairfax County location. These relate primarily to the Langley site because we understand that to be your preference. We are indebted to the Fairfax County Board of Supervisors, to the county planning commission, and to various public and private bodies in gathering the information and documents herewith.

As our hoped-for future neighbors, you are urged to call on us for any further information or service that we may provide. We want you in Fairfax County.

Sincerely yours,

W. C. WILLS, *President.*

COMMONWEALTH OF VIRGINIA,
COUNTY OF FAIRFAX,
Fairfax, Va., May 27, 1955.

Hon. ALLEN W. DULLES,
*Director of Central Intelligence,
Washington 25, D. C.*

DEAR MR. DULLES: Previous actions of the Board of County Supervisors of Fairfax County, Va., permit me to extend to the Central Intelligence Agency a cordial welcome to choose the Bureau of Public Roads property near Langley in Fairfax County as the site of its future headquarters.

You have previously been advised of similar actions taken by the board assuring provisions for services which come within the jurisdiction of the county of Fairfax. These assurances are included as part of this brochure which has been prepared for the purpose of making available to you, in brief and concise fashion, the interest of the county and its actions in connection with your consideration of the Fairfax County site.

Very truly yours,

G. WALLACE CARPER,
Chairman, Board of County Supervisors.

Senator CHAVEZ. Mr. Townsend.

STATEMENT OF WITNESSES PRESENT

STATEMENT OF RALPH M. TOWNSEND, EXECUTIVE DIRECTOR,
FAIRFAX COUNTY CHAMBER OF COMMERCE

Mr. TOWNSEND. Mr. Chairman, Mr. Wills, the president of the county chamber, is here and is better qualified than I to speak for the chamber. Could I mention there in reference to the schedule of witnesses that the spokesman for the county government is here, the county executive, who is especially authorized by the county board of supervisors to speak for the county. That is Mr. Carlton Massey.

There is Mr. W. C. Wills, the president of the Fairfax County Chamber of Commerce.

There is the leading editor and publisher of the paper serving the McLean area here, Mr. Richard Smith, and Mr. O. V. Carper, a life-

long resident of the area. All of these people are enthusiastic for the Langley site for CIA.

Senator CHAVEZ. I was wondering if those gentlemen had written statements.

Mr. TOWNSEND. Yes, sir. Mr. Massey and Mr. Wills and all have written statements.

Senator CHAVEZ. We would like to have them inserted in the record.

Mr. TOWNSEND. They come here on their own account. You called for Mr. Wills, and I should explain that he is speaking in my stead. I believe Mr. Massey was planning to speak first, and then Mr. Wills would follow.

COUNTY OF FAIRFAX, VA.

STATEMENT OF CARLTON C. MASSEY, COUNTY EXECUTIVE

PREPARED STATEMENT

Mr. MASSEY. Mr. Chairman and gentlemen of the committee, I have a very brief prepared statement.

Senator CHAVEZ. I would appreciate it if you would insert it in the record, and then highlight it to the committee.

Mr. MASSEY. All right, sir.

(The statement referred to follows:)

Mr. Chairman and gentlemen of the committee, my name is Carlton C. Massey, county executive of the county of Fairfax, Va. I am appearing before you at the direction of the board of county supervisors of Fairfax County, Va., for the purpose of presenting to you in person the position of the board in connection with consideration by the Central Intelligence Agency of a site near Langley in Fairfax County, Va., for the erection of its office building.

The Fairfax County Board of Supervisors has consistently welcomed the Central Intelligence Agency to locate its office building in Fairfax County and has expressed this welcome by formal action on at least three occasions.

On March 18, 1955, the board passed a motion inviting the CIA to locate in Fairfax County.

On May 4, 1955, a resolution was adopted by this board cordially inviting the CIA to use the United States Bureau of Public Roads property at Langley in Fairfax County, Va., for its future offices, and assuring the cooperation of the county government in all matters under its responsibility.

On May 18, 1955, a resolution was adopted by this board of county supervisors giving assurance that within 2 years the county would make available sewage disposal facilities to the proposed site at Langley with no part of the initial cost to be borne by the Federal Government and subject to the customary connection charges and quarterly service charges as have been or may be established for similar service in the county.

Officials of the county have conferred with officials of the Virginia Department of Highways and the Governor of the Commonwealth of Virginia for the purpose of determining to what extent this State agency may be able to provide improved highway facilities to serve this proposed installation.

The Fairfax County Planning Commission has cooperated in connection with this matter by making its staff available for the preparation of information in connection therewith.

GENERAL STATEMENT

Mr. MASSEY. I want to first say that there appears to have developed some political jealousy or discussion concerning two sites. I want to assure you that the officials of Fairfax County are not here for the purpose of arguing between two sites. We have made no statements concerning the Winkler tract and intend not to make any such statement. We do want to call to your attention certain facts in connection with the tract at Langley, and very briefly the presenta-

tions which you have heard this morning, and certain material which has been published in the local newspapers within the past 2 days—I think one of your own members has somewhat challenged—is the fact that to locate this building on this site would cost the taxpayers \$13 million more than some other site. It would seem perfectly obvious to me that not 1 penny of that expenditure would be for the purpose of serving the CIA.

GEORGE WASHINGTON MEMORIAL PARKWAY

The construction of the George Washington Memorial Parkway has been a planned project for some time. The work to be done by the State Department of Highways which they have agreed to do in the amount of some three or four hundred thousand dollars or less is a project which they have planned previous to this time.

Senator CHAVEZ. That was to be located whether CIA located there or elsewhere.

SEWAGE DISPOSAL

Mr. MASSEY. It is definitely planned to be, regardless, and more than that. This is just one part of it. The cost to the county of some \$250,000 to \$300,000 for sewage disposal is not a contribution. It is not a cost to the taxpayers. It is simply a financing program to provide a service as is done to any other situation in the county, and would be self-supporting by virtue of its revenue. We have not agreed to furnish CIA free sewer service forever. We have agreed to put in an installation and they become a customer as any other person would become, paying their share of the cost.

The board of county supervisors has consistently welcomed CIA to this location. They have agreed to do these things because in their opinion it is desirable for the county. With the brief statement which I have here——

FOUR-LANE HIGHWAY

Senator SALTONSTALL. Let me ask one question, please. Does this contemplate a four-lane, two width highway up the hill on the present site of that road which goes uphill there now to McLean?

Mr. MASSEY. The proposal that the highway has agreed to I assume is what you mean.

Senator SALTONSTALL. That road will be widened?

Mr. MASSEY. It will be widened from the proposed intersection with the proposed George Washington Memorial Parkway past the CIA proposed location, not to Chain Bridge.

Senator SALTONSTALL. Up to the split of the road.

Mr. MASSEY. That is correct, up to what we call the Langley intersection.

Senator SALTONSTALL. So that would be a change that would probably not be carried forward if the CIA building did not go there.

Mr. MASSEY. No, sir, that is not correct. That is part of the 123 highway that you heard about this morning that the State highway department has already made a survey on and plan to widen to a four-lane road. They have not planned to do it this year or next year, which is also true of the George Washington Highway.

EFFECT ON MEMORIAL HIGHWAY PLANS

Senator ELLENDER. How would the erection of this building affect the proposal to continue this memorial highway to its destination?

Mr. MASSEY. I frankly can't answer that question because I am not familiar with the detailed location.

Senator ELLENDER. Would it pass through the Langley tract?

Mr. MASSEY. It would pass through the property now owned by the Bureau of Public Roads.

Senator KNOWLAND. That is one thing I would like to clear up, Mr. Chairman. It is a question I raised before. First of all, one of the reasons, as I understand it, for the CIA wanting to get at one location is for security. I can see where possibly they could work out some kind of arrangement in even a troubled peacetime to permit traffic to pass through there. But knowing what we do in most of our installations, military posts, and others, when it comes to wartime, are they going to be satisfied with having free public access of thousands of automobiles and tourists and others passing through the CIA place, when they are having people come in and out which they would prefer not to have the general public having knowledge of them?

ACCESS ROADS

Mr. DULLES. Senator, this highway, the George Washington Memorial Highway, when constructed, would be no nearer our building than the Shirley Highway would be. We would have means of cutting off this highway completely from the area where our building was. There would be no difficulty as far as that is concerned. We have to have a major highway going somewhere near our installation to get our people there. There would then be access roads from this major highway into our own tract. They would be short. But we would be completely isolated from the road by adequate provision.

Senator ELLENDER. Would it be necessary to change the present plans for building this highway?

Mr. DULLES. No, sir.

Senator KNOWLAND. Do you need the entire Langley tract for the CIA installation?

Mr. DULLES. No, we would not need the entire Langley site. We did not intend to take it. The Langley site is over 300 acres. We would probably use around 100 acres of that.

Senator KNOWLAND. I think it is important to clarify the record on that point.

Senator ELLENDER. Would your 100 acres have to border on this parkway?

Mr. DULLES. A part would border on the parkway.

Senator ELLENDER. Would it have to? Could you not select a portion away from the highway altogether?

Mr. DULLES. We would be able to isolate ourselves from the highway. For example, these other tracts on the Shirley Highway, Senator, we have exactly the same problem. There is a great highway which will run within 100 yards of our building.

Senator KNOWLAND. Would you be on the riverfront or away from it?

Mr. DULLES. Away from the river.

Senator SALTONSTALL. This Washington Memorial Highway is the new highway through the parkway that will go along by the river. That will be a new road built up as far as the CIA building at the present time.

Mr. DULLES. And eventually go further.

Senator SALTONSTALL. Route 123 which is a narrow two-width road at the present time is an existing roadway. As I understand the county executive, that has already been planned to be made into a four-width road.

Mr. MASSEY. That is correct.

Senator SALTONSTALL. Up as far as this triangle where the road goes left into McLean and right to Great Falls.

Mr. MASSEY. It is planned even beyond that.

POSSIBLE TRAFFIC SITUATION

Senator SALTONSTALL. My question is this. If you build that into a four-lane highway up to that intersection, what are you going to do beyond that? Is there any contemplation? If you have the CIA coming out there, with the Government reservation on the right, which is already fenced and everything, what is going to happen beyond that split in the road?

Mr. MASSEY. In other words, beyond the proposed four laning in connection with this project?

Senator SALTONSTALL. That is correct. You will dump a lot of traffic into two narrow roads.

Mr. MASSEY. Yes. Let me explain it in this fashion. The State not only has planned this section for a four-lane road, but has proposed improvement to Route 123 on through for miles beyond this point. This is one section discussed because of this particular situation.

Senator SALTONSTALL. May I ask one of the CIA personnel, which road would the employees of the CIA come into the building on?

Mr. PFORZHEIMER. The majority will be using the parkway except those who come from Virginia and who would be coming in on Route 123.

Senator SALTONSTALL. So the majority of the number of employees that come into the CIA building would come along the Washington Memorial Parkway and not come up the hill.

Mr. PFORZHEIMER. That is right.

Senator SALTONSTALL. On present Route 123?

Mr. PFORZHEIMER. That is correct.

Senator CHAVEZ. Is there anything further, Mr. Massey?

PREPARED STATEMENTS

Mr. MASSEY. Mr. Chairman, I think if I may file for the record 2 or 3 actions for the record and leave copies of the statement I have prepared, I think I have finished.

Senator CHAVEZ. Very well. They may be inserted in the record at this point.

(The information referred to follows:)

At a regular meeting of the Board of County Supervisors of Fairfax County, Va., held in the board room in the county office building at Fairfax, Va., on Wednesday, May 4, 1955, at which meeting all members of said board were present and voting, the following resolution was unanimously adopted:

Be it resolved, By the Board of County Supervisors of Fairfax County, Va., as follows: Representing what we feel to be the preponderant sentiment of Fairfax County, we most cordially invite the Central Intelligence Agency of the Federal Government to use the United States Bureau of Public Roads property at Langley for its future offices in Fairfax County, Va. We recognize the exceptionally high standards of character and citizenship of CIA staff members and personnel, and we shall gladly welcome these men and women to our community. You are assured that the Fairfax County government stands ready to cooperate fully in all matters under its own responsibilities. We again invite the CIA wholeheartedly to Fairfax County.

Be it further resolved, That copies of this resolution be forwarded to the Honorable Allen W. Dulles, Director of Central Intelligence, and the Honorable Joel T. Broyhill, Member, House of Representatives.

A copy, teste:

EDNA A. BICKSLER,
Clerk of said Board.

At a regular meeting of the Board of County Supervisors of Fairfax County, Va., held in the board room in the county office building at Fairfax, Va., on Wednesday, May 18, 1955, at which meeting all members of said board were present and voting, the following resolution was adopted:

Be it resolved, by the Board of County Supervisors of Fairfax County Va., That the report of the planning commission staff on providing facilities in the area of the proposed CIA installation near Langley be approved as submitted; that a copy of it be forwarded to the CIA with an accompanying letter stating that the county can assure within 2 years from this date the availability of sewers for the facility contemplated on a basis of charges or rentals for such sewer service at figures which will not exceed the regular charges elsewhere in the county.

A copy, teste:

[SEAL]

EDNA A. BICKSLER,
Clerk of said Board.

COMMONWEALTH OF VIRGINIA,
COUNTY OF FAIRFAX,
Fairfax, Va., May 17, 1955.

The BOARD OF COUNTY SUPERVISORS
Fairfax County, Va.

Mrs. WILKENS and GENTLEMEN: There follows a summary report showing the requirements for public facilities which would be directly attributable to the proposed CIA installation at Langley, Va. The report covers sewer, water, and highway requirements and is framed in order to show the facilities required, the cost of said facilities, and the source of funds where possible.

I. SEWER REQUIREMENTS

According to information received from the County Sanitary Engineer, there would be two possible ways to serve the CIA building at Langley:

Alternate 1—Construction of a line to the presently proposed plant on Pimmit Run. This would involve about 1 mile of 15-inch sub-trunk sewer and an added plant capacity to serve the anticipated employment in the CIA.

Alternate 2—Construction of a new plant on the Potomac River. This would involve the installation of about 4,000 feet of 15-inch outfall to a point downstream from Little Falls Dam in addition to the construction of the plant itself.

Cost: Either alternate is estimated to cost between \$250,000 and \$300,000 with ample allowance made for the lack of detailed information in preparing the estimate.

Source of funds: There are two possible sources of funds for the project:

1. Surplus from the second sale of bonds.
2. Funds from the \$2.9 million of noncommitted bonds.

II. WATER REQUIREMENTS

The following is the text of the letter from Mr. James W. Head, Jr., director of public utilities, city of Falls Church:

CITY OF FALLS CHURCH, May 16, 1955.
FAIRFAX COUNTY PLANNING COMMISSION,
Courthouse, Fairfax, Va:

Reference is made to your telephoned request of May 13 concerning the water supply for the proposed CIA building on the public roads property at Langley. The following summary, based on the outline suggested by you, gives the picture on the water supply:

1. The existing city water main on route 123 at Rokeby Farms will have to be extended some 1,500 feet along Route 123 to serve the site.
2. The estimated cost of this extension is \$5,000.
3. The city has available the necessary funds to make this extension, will do so, and has so informed the CIA.

The statement has been made that Arlington County can cut off the supply of water to Falls Church from Dalecarlia on a year's notice. This is not true. The following is quoted from the agreement, dated October 7, 1950, between Arlington County (seller) and the city of Falls Church (purchaser) as approved April 17, 1951, by the Board of Commissioners, District of Columbia, and on June 13, 1951, by the Secretary of the Army:

"* * * and it is further agreed by the seller that if the contract is to be terminated that he will allow the purchaser sufficient additional time to arrange and to obtain another connection to the District of Columbia system before the connection to the seller's system is disconnected."

On April 6, 1955, the city of Falls Church forwarded to the district engineer, Corps of Engineers, United States Army, a check in the amount of \$205,000 which represented the estimated cost of a 36-inch water main to be installed by the Corps of Engineers, for the city, in conjunction with the construction of a water-supply dam at Little Falls, immediately downstream from the Bureau of Public Roads property.

These latter points bear no relationship to the immediate supply of water to the site, which we have assured everyone we can handle, but are submitted to show that the city has already taken steps to insure an independent connection to Dalecarlia to give an adequate supply of water for all future needs of the area to be served by the city water system.

Yours very truly,

JAMES W. HEAD, Jr.,
Director of Public Utilities.

III. HIGHWAY REQUIREMENTS

The Bureau of Public Roads property is presently served only by Route 123 (Chain Bridge Road). This facility has the following characteristics with regard to traffic and capacity:

Year	Daily traffic	Daily capacity ¹
1950 (July).....	5,408	7,050
1953 (July).....	7,093	7,050
1954 (July).....	8,013	7,050

¹ Practical capacity based on an hourly capacity of 1,000 vehicles per hour. See Table 1-2: A Study of Highway Requirements in Fairfax County, Va., Fairfax County Planning Commission, Master Plan Division, June 22, 1954.

Based on the estimated initial employment in the CIA of 8,000 persons, there would be approximately 4,700 vehicles each day entering and leaving the site during opening and closing periods respectively. The CIA officials estimate that these vehicles would require a minimum additional highway capacity of 3,000 vehicles per hour or a desirable capacity of 5,000 vehicles per hour in order to dissipate the traffic without undue congestion.

This additional capacity could be achieved in either of the following manners:
Alternate 1—The dualization of Route 123 from its junction with Route 193 to Chain Bridge. By constructing service roads where needed along this right-of-

way and with care taken in the design of the facility, its capacity could be increased by nearly 5,000 vehicles per hour. If an adequate connection were made to the access roads leading to the site, this would permit distribution of traffic in two directions along Route 123: West to the junction of 123-193 and east to Chain Bridge and Route 120.

Alternate 2—An additional capacity of 6,000 vehicles per hour would be added by the construction of the George Washington Memorial Parkway from Spout Run Parkway to the proposed CIA site, a distance of 5½ miles.

Cost: No estimate of the cost for the two alternatives has been made. However, alternate 1 would be the least costly solution and it would appear to be the most logical first step to enable the handling of the initial highway needs.

Respectfully submitted.

HERBERT F. SCHUMANN, Jr.,
Director of Planning.

Senator CHAVEZ. Mr. Wills.

FAIRFAX COUNTY CHAMBER OF COMMERCE, FAIRFAX, VA.

STATEMENT OF W. C. WILLS, PRESIDENT

PROJECT LOCATION

Mr. WILLS. Mr. Chairman, I am W. C. Wills, president of the chamber of commerce. I live in Annandale, Va. The Fairfax County Chamber of Commerce has approximately 500 members, of which we do not have knowingly a dissenting vote against the CIA to be located at the Langley site. It is made up of the leaders of business and civic and professional people throughout the county. They have repeatedly endorsed wholeheartedly the CIA coming into Fairfax County.

There seems to be a great controversy about the roads and parkways; and I would like to make a short statement with regard to that, if I may.

The people in the Langley area certainly want the Washington Memorial Parkway. That is a planned project as all of you know here. Going back to the Shirley Highway, the Shirley Highway is probably one of the most overcrowded roads we have in the area today. The State of Virginia stated they would take it over from the maintenance standpoint if the Federal Government would spend an additional \$4 million widening it out to Route 7 which is close to the Winkler tract. They have to have an additional expansion of that road if it is to handle the terrific load of traffic to be dumped on the Winkler tract.

The site of 123 is to the south of the CIA location and does not go through it.

That is all, Mr. Chairman.

Senator CHAVEZ. Thank you, sir.

(Mr. Wills' prepared statement follows:)

STATEMENT BY MR. W. C. WILLS, PRESIDENT, FAIRFAX COUNTY CHAMBER OF COMMERCE, FAIRFAX, VA.

Mr. Chairman and members of the committee, my name is W. C. Wills. I am a businessman, living in Annandale, Fairfax County, Va. I appear before you with your kind permission to speak for the 500 members of the Fairfax County Chamber of Commerce, of which I am the president.

Mr. Chairman, the Fairfax County Chamber of Commerce heartily welcomes the CIA to the proposed headquarters site for it at Langley, in Fairfax County. Our 500 members represent the great majority of the front rank business and civic leaders of Fairfax County, representing every locality in the county, and about every significant field of business and the professions.

Among all our 500 members I do not know of a single one who is not in favor of locating the CIA at Langley. We have many members of the county chamber in the Langley-McLean area, the community closest to the proposed site, and all these members from whom we have heard are enthusiastically hopeful that the Langley site will be chosen.

The county chamber has collected copies of resolutions and letters from various organizations and individuals in the Langley-McLean area, establishing what we view as an overwhelming majority sentiment in favor of the CIA there. In the letter from the grange, for example, 242 grange members are represented. A copy of this has been sent to the honorable chairman of this committee, along with others such as the letter from the McLean Business Association, indicating the weight of sentiment for the CIA at Langley among Langley-McLean area residents.

Our information is that the few residents who do not join in this welcome to the CIA at Langley are a very small minority. We think their fear that the CIA will "injure the community" is based on erroneous ideas of this splendid Federal agency, whose high standards are well known to most of us.

We believe that a vote in most of Fairfax County would show close to 100 percent for the CIA at Langley, and that in the locality immediately concerned a vote right now would show at least 2 to 1 and probably much more in favor of the Langley site. Certainly the objectors appear to have been all along a very minor fraction. And of this number, some of those formerly opposed are now ardent advocates of the Langley site, because they have learned more about the CIA, and because they recognize that such a tract of Government-owned land is likely to be taken soon by some major agency, and that the CIA is the one most to be preferred. For these and the other reasons outlined, the Fairfax County Chamber of Commerce respectfully urges your approval of the Langley site, and your allocation of the funds for construction of the CIA headquarters there. I thank you.

COMMUNICATION

Senator STENNIS. I was sent a letter signed by the chairman of the County of Fairfax Board of Supervisors, and I put that in the record the day the authorization bill was finally passed. Is that still the position of the county board, that they favor this Langley site?

Mr. WILLS. Yes, sir.

Mr. MASSEY. Yes, sir; I can answer that very definitely. The board is on record on three occasions on favoring it, and not on any occasion as not favoring it as you have in the record.

Senator CHAVEZ. Mr. Smith.

THE PROVIDENCE JOURNAL, McLEAN, VA.

STATEMENT OF RICHARD M. SMITH, EDITOR AND PUBLISHER

PROJECT LOCATION

Mr. SMITH. Mr. Chairman and members of the committee, I will read this hurriedly because of time.

I am Richard M. Smith, editor of the Providence Journal, a weekly newspaper with offices in McLean, Va.

I sympathize fully with the feelings of those who are appearing before you today in opposition to the location of the Central Intelligence Agency at Langley, as for a great many years I, too, have, both personally and through my newspaper, opposed every project which I thought would change the character of the neighborhood. Only a few months ago I was among those who voted against the CIA proposal at a meeting of the McLean Citizens Association. My vote on that occasion was based on information given by the speaker, which I now have every reason to believe was grossly exaggerated and presented a picture far from the truth.

Even at that the vote was only 105 to 80 against it, with some 50 people present not voting at all, which indicated that they at least were not against it.

DEVELOPMENTS IN AREA

A number of developments are now taking place in the McLean-Langley area, completely aside from CIA, which make it necessary for those of us who have thus far opposed any change, to reassess our position.

Late in 1953, over our opposition, the county voted a \$20 million integrated sewer system, and at the present moment a \$2 million unit of it is being installed throughout the McLean-Langley area. Our success in prior years in beating down local sewage proposals was largely responsible for the bypassage of the section by the building developers, and the retention of our semirural atmosphere. Within the past 2 years, the City of Falls Church Water Department, which serves our area, has been rapidly pushing its network of mains in every direction. Because of these utilities, a building rush began in the McLean-Langley area before the CIA had been dreamed of, and is now increasing in tempo every day.

I further understand on good authority that under the urban roads section of the impending national highway bill, the belt highway connecting the proposed Cabin John Bridge, adjacent to the Langley site, and Jones Point Bridge at Alexandria, has received exceedingly high priority, and will probably be built within the next few years. This road will further increase the development of the McLean-Langley area.

REASSESSMENT OF POSITION

These developments make it necessary for us to reassess our position. We cannot logically pretend that the McLean-Langley area can retain all of its past semirural atmosphere. We must realize that a change is underway, regardless of CIA, and devote our efforts toward the strengthening of zoning and other restrictions which will guide the development along desirable lines.

The speaker at the meeting of the McLean Citizens Association some months ago said that an agency such as CIA would bring 35,000 permanent residents to the McLean-Langley area. He based his statement on what similar-sized installations had brought to other places. If CIA were placed in some distant town, forcing all of its employees to move there, and bringing in its wake the usual assortment of butchers, bakers, and candlestick makers to serve them, there might be some truth to his statement. As to the Langley site, however, we believe it was utterly fantastic and misleading, for the following reasons.

The Bureau of Public Roads land is right on the Potomac about 2 miles above Chain Bridge. It is proposed to extend the George Washington Memorial Boulevard from its present terminus near Key Bridge to the site if CIA locates there. This boulevard will form a great traffic artery, from which the various bridges and boulevards now serving northern Virginia and Washington branch off. With these facilities, plus the two proposed new bridges at Roosevelt Island and at Cabin John, we would say there is scarcely a single

employee who could not reach the Langley site as easily, or more so, than he can now reach its present location. There would be no reason for any of them to move in order to be nearer his work.

ACCESS TO SITE

I understand that about 70 percent of the CIA employees live in Northwest Washington and Maryland, and about 30 percent in Virginia. In coming to the Langley site, they would reach the Memorial Boulevard from the bridges, or from the numerous Virginia boulevards which connect with it between Alexandria and Langley, and drive up the Memorial Boulevard to the site. This would interfere with present road traffic scarcely at all, and few residents of the McLean-Langley area would even know they were there.

I can think of no location in the entire Greater Washington area more ideally suited for CIA than Langley, nor one which would affect the area in which it was located less. Sites such as have been suggested around Alexandria would complicate traffic seriously. They would also add at least 15 minutes of driving time, both going and coming, for the great majority of CIA employees. This extra driving time alone would consume some 4,000 extra man-hours each day for the employees of CIA. Many of them would feel it necessary to move from their present homes to others nearer the site. The Langley location presents none of these problems.

Thank you, gentlemen.

Senator CHAVEZ. Thank you, sir. Mr. Carper.

STATEMENT OF OSWALD V. CARPER, McLEAN, VA.

PROJECT LOCATION

Mr. CARPER. Mr. Chairman and members of the committee, my name is Oswald V. Carper. I am a lifelong resident of McLean, Va., which with Langley makes up the community closest to the proposed site of the CIA there.

I am in the contracting business. I am a member of the Fairfax County Planning Commission, on the executive committee of the Virginia State Grange, and a member of the board of directors of the Fairfax County Chamber of Commerce.

Both as a resident of McLean, familiar with the local issue in question, and as a citizen of Fairfax County, looking at the interests as I see them of the whole area, I believe strongly in the Langley site for the CIA. As a member of the Planning Commission of Fairfax County, whose members serve practically without pay as a civic service, I try to keep my outlook as fairly objective as I can, with regard for the best interests of all concerned in all parts of the county.

In what I say in favor of Langley for the CIA, I am simply joining in the conclusions of the great majority of my friends and neighbors in the McLean-Langley community. We feel that those who object to the CIA there are not acquainted with the facts of the case. We have every reason to believe that these objectors are extremely few relative to the others. Certainly most of the people I know around there earnestly want this fine Government agency located on the proposed site. CIA has been a main topic of discussion in our community for months past, and on the basis of known facts, the majority have reached a judgment strongly favoring it.

I think I am acquainted with as many McLean and Langley people as anybody you might find. Most of those I know feel that the CIA at Langley will bring a lot of benefits, such as accelerated improvements in roads, possibly speeding up of the urgently needed Cabin John Bridge, and other things long overdue, particularly the extension of the George Washington Parkway into Fairfax County, which has been discussed for years. Above all, we feel that the CIA with its high standards of personnel will assure a fine class of new neighbors and development of the site with creditable dignity and taste. Knowing we cannot expect to keep the somewhat rural character of our area forever, we want the CIA because we consider it the best of the agencies that could be located on the proposed site. I thank you.

Senator CHAVEZ. Thank you, sir. Mr. Swenson will be the next witness

Mr. CARPER. He is not here, sir
Senator CHAVEZ. Mr. Pancoast.

CITY OF ALEXANDRIA, VA.

STATEMENT OF JOSEPH M. PANCOAST, VICE MAYOR

INTRODUCTION OF WITNESS

Mr. PANCOAST. I am Joseph M. Pancoast, vice mayor of the city of Alexandria, and the governing body, the city council, has delegated to our city manager, Mr. Ira F. Willard, the opportunity to inform you on the facts as we see them. So I will introduce Mr. Willard at this time, with your permission.

Senator CHAVEZ. We will be very glad to hear Mr. Willard.

STATEMENT OF IRA F. WILLARD, CITY MANAGER, ALEXANDRIA, VA., ACCOMPANIED BY VICE MAYOR PANCOAST, COUNCILMAN JAMES M. DUNCAN, JR., AND DAVID S. HADDOCK OF THE ALEXANDRIA CHAMBER OF COMMERCE.

PROJECT LOCATION

Mr. WILLARD. Senators, Alexandria has been running pretty close to last all the way round in this location of the CIA building, but we want to tell you that we appreciate the opportunity that you give us to hear us now.

We have a delegation here from the city of Alexandria, members of the city council and members of the chamber of commerce. We held a meeting yesterday and decided in the interest of the conservation of time of the committee that we would have one statement to make for the entire delegation.

Senator CHAVEZ. We appreciate that.

Mr. WILLARD. If you would permit me, I will give that statement.

Before I go into it, sir, I would like to introduce the other members of the delegation.

Councilman James M. Duncan, Jr., Mr. David S. Haddock, representing the Alexandria Chamber of Commerce, and our State senator arrived this morning—we did not know he was going to be here—and he said he would like to make a brief statement at the end of my statement if the committee would permit.

Senator CHAVEZ. How long is your statement?

Mr. WILLARD. I would run over it in about 10 minutes.

I would like to say that the mayor would have also been here, but he was called out of town and could not make it. He is vitally interested in this project.

Several months ago word was received in the city of Alexandria that the CIA was looking for a site on which to locate a new building, which is the topic of this meeting this morning. Articles appeared in the newspapers indicating that their first interest had been a site at Langley, Va., and that the citizens of that area had objected to locating the building there.

ATTITUDE OF AGENCY

Realizing that the city of Alexandria had many advantages to offer, a delegation called upon the authorities of the Central Intelligence Agency at which time they were greeted with this statement from the CIA officials: "We are glad that somebody wants us." Since that time the position of the city of Alexandria has not changed. We do not know whether the position of the other parties in interest to this matter has changed or not. We hope that it has not.

When our delegation explained to the CIA officials what advantages we had, they were interested and requested that no information be made public as to this matter due to the highly secret nature of the operations of that agency. Out of deference to their request all meetings, conferences, and official acts of the city of Alexandria had not been made public and no official statement has heretofore been made by any official of the city of Alexandria. We would still continue to respect the request of the Central Intelligence Agency were it not for the fact that we feel at this time the case of the city of Alexandria should be publicly presented for the benefit of this committee. So with your kind indulgence I would like to briefly review the advantages which we consider the city of Alexandria has to offer for the location of the building in our city.

I would like to show you a map of the metropolitan area which shows both sites—Langley and Alexandria. This is a large-scale map that you can look at closely. You can see from this map that Alexandria site is 6 miles distant from the White House and 4 miles distant from the Pentagon Building, whereas the Langley site is 7 miles distant from the White House, and seven and a half miles distant from the Pentagon. Mr. Dulles stated before the committee that the distance of the proposed building should be within 10 or 15 minutes of the White House. He later stated that the volume of business which the Agency conducted with the Pentagon was 2 or 3 times greater than that conducted with others. In either event, the Alexandria site more than meets the specifications so far as distance is concerned.

The Alexandria site also has an adequate road net extending in all directions; bus transportation is available through an existing transit company which is amply equipped to serve this area.

Senator CHAVEZ. No strikes there.

Mr. WILLARD. No, sir. The State of Virginia has a law which prohibits that.

FACILITIES AVAILABLE

Adequate powerlines are available; water mains are already in existence which will serve this area; a trunk sewer is already in existence and another trunk sewer is being completed into the site connecting with the \$9 million sewage treatment plant which will go into operation in the city in July 1956; a new telephone exchange building is being completed by the Chesapeake & Potomac Telephone Co. to expand the services in this area; new housing facilities for the employees of the Agency, constructed within the last 5 years, includes 8,300 apartments within 5 minutes of the Alexandria site which rent from \$65 to \$125 a month. There is also new housing which includes 3,700 houses within 15 minutes of the site and at present 300 more are under construction. Extensive older housing is available for sale or rent in Alexandria and adjacent Fairfax County. Adequate public and private schools are available for all of this housing, and already the city of Alexandria has projected additional school buildings in undeveloped land of the city in anticipation of further development of the city. Within 500 yards of the proposed site is a new high school which will cost in excess of \$2 million, and is one of the most modern school plants in the United States.

In connection with accessibility it is important to note that the Alexandria site is on the Shirley Highway and traffic to and from the site during rush hours will run counterwise to the prevailing heavy traffic into and out of Washington.

I don't know if any members of the committee are acquainted with the Shirley Highway. In the mornings going into Washington the road is completely loaded. Coming from Washington towards the Winkler site it is practically empty. In the evenings the traffic coming out of Washington on the Shirley Highway is heavy, whereas into it is nominal.

I believe it is important to consider that.

COMPARISON OF SITES

I do not wish to deprecate the Langley site to the committee, but the statement which I want to make is merely for the purpose of comparing the two sites. At Langley there are no roads of fair capacity; the bus transportation is inadequate; no power, water, or sewage services are available; no sizable telephone facilities are in existence and none planned to my knowledge; and there is no comparable housing available in this area as indicated by the rural nature of this area on the map. Due to the rural character of this Langley site it is reasonable to expect that few, if any, school facilities are available.

The cost of locating the site in Alexandria is nominal compared to the cost running into millions for providing access roads, utilities, and facilities which will be required before this proposed building at Langley could be used. With this in mind, it is hoped that the committee will appropriate the money needed for building the structure at once, and that the structure be located in Alexandria, where all things needed for this building are already in existence.

Now, gentlemen, we have wanted the building from the very beginning, and we still want this building. There has been no word of

official objection to the location of such a building in Alexandria, and to my knowledge, no official objection has been made to the location of the building in the city of Alexandria. The reason for this, I believe, is that the site which we propose is entirely adapted to the use for which the land will be put and no citizen of the city or any other place will be inconvenienced as the result of the building being located there.

OBJECTIONS TO LANGLEY LOCATION

Contrarily, numerous complaints and objections have been registered by the McLean-Langley residents in connection with the location of the building at Langley. I am sure that the members of the committee are acquainted with these objections because they have been made for a long time and are still continuing to be made.

It is the hope of the city of Alexandria that the committee will give favorable consideration to the many advantages which the city of Alexandria offers for the location of the building in this city, and that such will be the recommendation of the committee for final adoption by the Congress.

TESTIMONY BEFORE HOUSE COMMITTEES

In summary, let me quote the testimony of Mr. Dulles before the House Appropriations Subcommittee as follows:

We would be rather handicapped, for example, if the authorization were only for what we expect to expend next year. If we had the funds in hand for the building we could proceed with assurance.

Point No. 1, therefore, is that CIA needs their building now, for a variety of reasons which Mr. Dulles gave to the House subcommittee, and he desires that all funds required for the building be appropriated at this time. Point No. 2, because of the distance to the White House and Pentagon, it appears that a site in Maryland would be unsuitable. Point No. 3, the Langley site appears unsuited for further consideration because it is uneconomical, because of the lack of site facilities at Langley, and because of the strong opposition of local residents in the area. Point No. 4, the Alexandria site is entirely suitable and is available for immediate commencement of construction, if funds for the land and buildings are fully appropriated at this session of the Congress. Point No. 5, there does not appear to be any compelling reason why the authorization of \$8,500,000 for the George Washington Memorial Parkway should not be eliminated from the appropriation, and no reason appears why the present Congress should not appropriate the full amount for the land and building in order that construction could be begun immediately for the CIA in the Alexandria area.

Thank you very much, gentlemen, for your courteous consideration of this matter.

STATEMENT OF CITY COUNCIL

Senator Chavez, I would like to submit for the record a resolution which has been passed by the City Council of the City of Alexandria, inviting and requesting the CIA to locate there.

Also a little brochure which somebody prepared and gave to me this morning to be incorporated in the record.

The dissenting statement of Mr. Max S. Wehrly, a member of the Regional Council Planning Commission, of his opinion as to the location at Langley.

A letter from Mr. J. S. Everly, the president of the Alexandria Chamber of Commerce, inviting the CIA to locate in the area.
(The material referred to follows:)

STATEMENT OF THE ALEXANDRIA DELEGATION IN REGARD TO FUNDS FOR THE
CIA BUILDING

Gentlemen, we appear before you today in the interest of the city of Alexandria with regard to having the CIA building located in our city. I am Ira F. Willard, city manager of Alexandria, Va., and I will be the spokesman for the Alexandria delegation, which is composed of Vice Mayor Joseph M. Pancoast; Councilman James M. Duncan, Jr.; and Mr. David S. Haddock, representing the Alexandria Chamber of Commerce. The mayor of the city of Alexandria would have been present but prior commitments made it impossible for him to attend, but he is vitally interested in this project.

Several months ago word was received in the city of Alexandria that the CIA was looking for a site on which to locate a new building, which is the topic of this meeting this morning. Articles appeared in the newspapers indicating that their first interest had been in a site at Langley, Va., and that the citizens of that area had objected to locating the building there.

Realizing that the city of Alexandria had many advantages to offer, a delegation called upon the authorities of the Central Intelligence Agency at which time they were greeted with this statement from the CIA officials: "We are glad that somebody wants us." Since that time the position of the city of Alexandria has not changed. We do not know whether the position of the other parties in interest to this matter has changed or not. We hope that it has not.

When our delegation explained to the CIA officials what advantages we had, they were interested and requested that no information be made public as to this matter due to the highly secret nature of the operations of that Agency. Out of deference to their request all meetings, conferences, and official acts of the city of Alexandria had not been made public, and no official statement has heretofore been made by any official of the city of Alexandria. We would still continue to respect the request of the Central Intelligence Agency were it not for the fact that we feel at this time that the case of the city of Alexandria should be publicly presented for the benefit of this committee. So with your kind indulgence I would like to briefly review the advantages which we consider the city of Alexandria has to offer for the location of the building in our city.

I would like to show you a map of the metropolitan area which shows both sites—Langley and Alexandria. You can see from this map that the Alexandria site is 6 miles distant from the White House and 4 miles distant from the Pentagon Building, whereas the Langley site is 7 miles distant from the White House and 7½ miles distant from the Pentagon. Mr. Dulles stated before the committee that the distance of the proposed building should be within 10 or 15 minutes from the White House. He later stated that the volume of business which the Agency conducted with the Pentagon was 2 or 3 times greater than that conducted with others. In either event, the Alexandria site more than meets the specifications so far as distance is concerned.

The Alexandria site also has an adequate road net extending in all directions; bus transportation is available through an existing transit company which is amply equipped to serve this area; adequate powerlines are available; water mains are already in existence which will serve this area; a trunk sewer is already in existence and another trunk sewer is being completed into the site connecting with a \$9 million sewage-treatment plant which will go into operation in the city in July 1956; a new telephone exchange building is being completed by the Chesapeake & Potomac Telephone Co. to expand the service in this area; new housing facilities for the employees of the Agency, constructed within the last 5 years, includes 8,300 apartments within 5 minutes of the Alexandria site which rent from \$65 to \$125 a month. There is also new housing which includes 3,700 houses within 15 minutes of the site, and at present 300 more are under construction. Extensive, older housing is available for sale or rent in Alexandria and adjacent Fairfax County. Adequate public and private schools are available for all of this housing, and already the city of Alexandria has projected additional school buildings in undeveloped land of the city in anticipation of further

development of the city. Within 500 yards of the proposed site is a new high school which has cost in excess of \$2 million, and is one of the most modern high-school plants in the United States.

In connection with accessibility it is important to note that the Alexandria site is on the Shirley Highway and traffic to and from the site during rush hours will run counterwise to the prevailing heavy traffic into and out of Washington.

I do not wish to deprecate the Langley site to the committee, but the statement which I want to make is merely for the purpose of comparing the two sites. At Langley there are no roads of fair capacity; bus transportation is inadequate; no power, water, or sewage services are available; no sizable telephone facilities are in existence and none planned to my knowledge; and there is no comparable housing available in this area as indicated by the rural nature of this area on the map, and due to the rural character of this Langley site it is reasonable to expect that few, if any, school facilities are available.

The cost of locating the site in Alexandria is nominal compared to a cost running into millions for providing access roads, utilities, and facilities which will be required before this proposed building at Langley could be used. With this in mind it is hoped that the committee will appropriate the money needed for building the structure at once and that the structure be located in Alexandria where all things needed for this building are already in existence.

Now, gentlemen, we have wanted the building from the very beginning, and we still want this building. There has been no word of official objection to the location of such a building in Alexandria and, to my knowledge, no unofficial objection has been made to the location of the building in the city of Alexandria. The reason for this, I believe, is that the site which we propose is entirely adapted to the use for which the land will be put and no citizen of the city or any other place will be inconvenienced as the result of the building being located there.

Contrarily, numerous complaints and objections have been registered by the McLean-Langley residents in connection with the location of the building at Langley. I am sure that the members of the committee are acquainted with these objections because they have been made for a long time and are still continuing to be made.

COMMENT RE OPEN LETTER PUBLISHED BY MCLEAN CITIZENS ASSOCIATION

It is the hope of the city of Alexandria that the committee will give favorable consideration to the many advantages which the city of Alexandria offers for the location of the building in this city, and that such will be the recommendation of the committee for final adoption by the Congress.

In summary, let me quote testimony of Mr. Dulles before the House Appropriations Subcommittee as follows: "We would be rather handicapped, for example, if the authorization were only for what we expect to expend next year. If we had the funds in hand for the building we could proceed with assurance." Point No. 1, therefore, is that CIA needs their building now, for a variety of reasons which Mr. Dulles gave to the House subcommittee, and he desires that all funds required for the building be appropriated at this time. Point No. 2: Because of distance to the White House and Pentagon, it appears that a site in Maryland would be unsuitable. Point No. 3: The Langley site appears unsuited for further consideration because it is uneconomical, because of the lack of site facilities at Langley, and because of the strong opposition of local residents in the area. Point No. 4: The Alexandria site is entirely suitable and is available for immediate commencement of construction, if funds for the land and building are fully appropriated at this session of the Congress. Point No. 5: There does not appear to be any compelling reason why the authorization of \$8,500,000 for the George Washington Memorial Parkway should not be eliminated from the appropriation, and no reason appears why the present Congress should not appropriate the full amount for the land and the building in order that construction could be begun immediately for the CIA in the Alexandria area.

Thank you very much, gentlemen, for your courteous consideration in this matter.

CIA PLANS \$38 MILLION BUILDING, THIRD AS LARGE AS PENTAGON ON FEDERAL PROPERTY AT LANGLEY—Will House 8,000; All Units Will Be Under One Roof

(By Mary Lou Werner)

The Government's supersecret Central Intelligence Agency proposes to build a \$38 million headquarters building which will house 8,000 to 10,000 persons at Langley in Fairfax County, Va., the Star learned today.

The mammoth installation—about one-third the size of the Pentagon—will consolidate the scattered offices of CIA in and around Washington.

One hundred acres that now serve the Bureau of Public Roads for highway research has been selected for the CIA office site, it was learned. The property is on Route 193—known as Old Georgetown Pike—and stretches all the way to the Potomac River.

HOPE FOR START IN APRIL

Informed sources said CIA hoped to start construction in April. It is expected the project will take 2 years to complete. Fairfax County officials have been told that 8,000 persons will be employed at first, and ultimately 10,000 persons will work there.

A spokesman for CIA said the agency was very definitely interested in the Langley site, but declared that plans to begin construction there still were not definite.

[S. Rept. No. 694, 84th Cong., 1st sess.]

AUTHORIZING CONSTRUCTION AT MILITARY, NAVAL, AND AIR FORCE INSTALLATIONS—TITLE IV

This title of the bill would authorize the Director of Central Intelligence to construct a headquarters building, together with related facilities, appurtenances, utilities, and access roads at a cost not to exceed \$53,500,000.

Selection of a site for this construction was the subject of careful committee inquiry. One of the proposed locations that is still a very likely possibility is on Government-owned land at Langley, Va. If this site is finally chosen, an extension of the George Washington Memorial Parkway from its present terminus approximately 3½ miles below Chain Bridge to the research station of the Bureau of Public Roads at Langley, Va., approximately 3½ miles above Chain Bridge, would be required. The bill includes authority to transfer \$8,500,000 to the National Capital Planning Commission and the Department of the Interior for the acquisition of land and the construction of the extension of this parkway. If the Langley site is not selected, this \$8,500,000 would not be available for obligation. The original estimate of \$6 million for land acquisition at a site other than Langley has been reduced by the committee to \$1 million.

CIA REJECTS LANGLEY SITE FOR BUILDING

(By Robert C. Albrook, staff reporter)

The Central Intelligence Agency has abandoned the Langley, Va., site for its proposed new \$38 million headquarters.

The National Capital Regional Planning Council voted yesterday to approve the location, although two members entered a strong dissent. But within minutes of the Council's action, CIA notified the National Capital Planning Commission it was withdrawing its request for NCPC approval of the site, required by law.

The Planning Commission then voted to join with the Regional Council in an effort to find other suitable sites for the Intelligence Agency.

CIA's abandonment of the Langley site, according to Representative Joel T. Broyhill (Republican, Virginia), resulted from refusal or inability of the community and the State to provide the necessary highways, sewers, and other facilities that would be needed.

CIA Director Allen Dulles personally believes the Langley location would be ideal, it was learned. But his agency fears it would have to assume the entire cost of the various roads and other improvements necessary to serve a headquarters in that area. And this added expense might make it more difficult to get congressional approval of the entire project, CIA believes.

The Regional Council's approval of the Langley site, in fact, was conditioned upon the Federal Government assuming the initial cost of the needed public facilities.

TEXANS BUY 500-ACRE PLOT IN FAIRFAX COUNTY FOR HOUSING PROJECT—SITE
FOLLOWS PROPOSED GEORGE WASHINGTON HIGHWAY ROUTE

A 500-acre plot of property fronting the Potomac River in Fairfax County will be developed by 5 wealthy Texas oilmen along the route of the proposed George Washington Memorial Highway.

Robert J. McCandlish, attorney for the purchasers says the Texans hope the parkway is never built because it would handicap development of the property for large, expensive homes. They feel if the highway does go through, a less expensive type development would be more suitable.

The acreage is a portion of the former Mackall property, a scenic woodland with 3,485 feet of river frontage and about 2,100 feet of frontage on the Georgetown Pike. The purchasers, all of Dallas, Tex., paid a certified check for \$745,056 to William W. Mackall and Arthur Hellen. The new owners are B. J. Majors, Z. L. Majors, Toddie L. Wynne, Toddie L. Wynne, Jr., and Angus L. Wynne, Jr.

The next proposed extension of the parkway would carry it along the river in front of the Mackall property, but the Government has not yet put up funds to acquire a right-of-way in the county. The Fairfax County Board of Supervisors has twice shown interest in the highway by matching Government funds in the county budget for right-of-way acquisition. Public water and sewer is not now available on the property.

BENDHEIM RAPS SENATE ACTION ON CIA—LOCAL SITE ADVOCATED BY MAYOR—
LANGLEY FAVORED IN RECENT ACTION IN UPPER CHAMBER

Mayor Leroy S. Bendheim this morning lashed out at recent congressional action authorizing the sum of \$58 million for a new CIA headquarters at Langley, as "typical false economy" which would pour "\$11 million of the taxpayers' money down the drain."

"Something just doesn't make sense," he declared. "Here we have offered a 130-acre site in Alexandria, complete with roads and all necessary facilities for CIA at less than \$400,000 only to find that Congress has approved spending \$11 million for the same thing in Langley. According to our contacts with CIA, the objections of Langley civic groups and an endless series of news articles, the Alexandria site was as good as selected. The entire matter is a puzzling surprise to me," he observed.

Mayor Bendheim, who assumed his office last Friday, has served as vice mayor on a city council committee offering a site at the intersection of Seminary Road and Shirley Highway to the CIA which has proposed building a new \$38 million headquarters.

JUNE 29, 1955—WHAT AGAIN?—CIA STILL WEIGHING LOCATION IN LANGLEY

Allen W. Dulles, Director of the Central Intelligence Agency, has informed the president of the Fairfax Chamber of Commerce that the agency is still giving serious consideration to the Langley area of the county as a site for its new headquarters building.

In a letter to W. C. Wills, the chamber's president and a candidate for county supervisor from the Mason District, Mr. Dulles expressed thanks for "preparation of the most attractive brochure illustrating pertinent points that should be considered in our final site selected."

Mr. Dulles added: "We are grateful for your assistance and interest in this matter and assure you that Langley continues to receive our serious consideration."

ON LANGLEY SITE—TOO MUCH SECRECY IS LAMP TO CIA

A Washington attorney who lives in McLean, Va., said yesterday that the Central Intelligence Agency had used "unwarranted secrecy" and had misled citizens of the Langley area when it reversed a decision not to build a new headquarters building there.

Roger D. Fisher, of Georgetown Pike, said CIA is entitled to and "ought to keep its operations secret." But where it builds its headquarters is hardly a matter which can be kept secret.

Fisher, said it was publicly announced in April that CIA had dropped consideration of the Langley site, then CIA "secretly reversed its position."

"I am convinced," said Fisher, "that as a result of this secrecy the Congress has not been informed of the full picture regarding the public roads tract at Langley."

He said he doubted that members of the House Appropriations Committee, now considering funds for the proposed building, were informed that under a 1930 act of Congress, the proposed site on the Potomac above Chain Bridge was placed under the supervision of the National Capital Planning Commission for park purposes.

In a letter to committee members, signed by Fisher on behalf of himself and six other Langley area residents, Fisher said "to locate in Langley would damage a unique community with no offsetting gain to CIA."

The letter said Fairfax County is already hard pressed to provide water, sewerage, schools, roads, police, and other facilities for a rapidly growing population.

No affirmative reason, the letter said, has been offered for locating the office building on potential park land, in the midst of an entirely residential area, against the wishes of the community.

Score: Alexandria, \$400,000; Langley, \$12,500,000.

THE BOX SCORE

Cost other than for the CIA building alone:

ALEXANDRIA	LANGLEY
Cost to the United States, for land..... \$200, 000	Cost to the United States, memorial parkway..... \$8, 500, 000
Cost to the city of Alexandria to enlarge the exit from Shirley Highway onto the site..... 200, 000	Cost to the State of Virginia for other access roads... 2, 500, 000
	Cost to Fairfax County for sewerage..... 1, 000, 000
	Cost to the city of Falls Church for water supply... 500, 000
Total cost..... 400, 000	Total cost..... 12, 500, 000
The Alexandria site also has:	The Langley site has:
An adequate road net extending in all directions.	No road whatever of even fair capacity.
Bus transportation available in an existing company (Virginia law prevents strikes which might suspend service).	Inadequate bus transportation (and, at the moment, none available to employees living in Washington).
Power lines into the site.	No available power.
Water mains into the site.	No available water; only source is from the city of Falls Church, which is dependent upon Arlington and could be cut off in emergency.
	No sewerage facilities.
A trunk sewer being completed into the site, connecting with new city treatment plant.	No sizable telephone facilities.
A new telephone exchange building being completed, to expand existing service in this area.	No comparable housing.
New housing includes 8,300 apartments within 5 minutes' drive (\$65 to \$125).	No comparable housing.
New housing includes 3,700 houses within 15 minutes drive and 300 more are under construction.	No comparable housing.
Older housing available for sale or rent in Alexandria and Fairfax County.	The rural character of the area indicates that few, if any, school facilities are available.
Public and private schools are adequate, and a new \$2 million high school is being built only 500 yards from the site.	

DISSENTING STATEMENT

Max S. Wehrly

For reasons outlined below, I cannot concur with the attached majority report of the regional council committee relating to the location of the CIA in the Langley, Va., area.

I readily agree that it is possible to locate this installation in the Langley area, but only on the basis that it is possible to do anything, given sufficient time and assured funds. However, I do not think that a project of this magnitude is feasible or desirable in the subject location from the standpoint of either the present or foreseeable effect and impact it will have on this portion of the metropolitan area in terms of adjacent land use, accessibility, public utilities, community services and related factors.

I believe that the planning council would be entirely remiss in its duty if it did not enumerate at least the major elements of impact that such a facility will have on the area for the information of the jurisdictions affected, as well as for the Federal agencies involved.

A careful analysis of the planning considerations related to this site reveals that the proposed project would, in my opinion, have a greater impact here than on almost any other part of Fairfax County and northern Arlington, as it would require a complete recasting of planning and development of the area in terms of magnitude, timing, and cost. If this were a taxpaying activity locating in such an area, both the initial and long-term financial impact would be considerably modified. I should like to list for the record the considerations, as I see them, which would be involved in this project.

(a) Changes in existing plans for the area

Existing development of and plans for the area, including the proposed Fairfax master plan just completed, are based on a relatively open-type low population density not to exceed 10 persons per acre. Virtually no multifamily uses are in existence or contemplated. Commercial and industrial uses are at a minimum. In my opinion, the area is peculiarly suited to this type of development for reasons of topography, subsoil, access, and existing character. In effect it continues the character of development already firmly established in the comparable part of Arlington County. With the advent of a large installation, such as proposed, the well-conceived plans for the area would have to be completely reviewed. This in itself would be time consuming and expensive.

(b) Population growth

It has been estimated that this installation will bring into the area an additional 22,700 persons directly attributable to the project. This is based on a ratio of 1.4 service workers for each employee or basic worker. We have been informed that only about 10 percent of the existing employees now live in the county out of 30 percent in the northern Virginia area. It should be noted that as the area changes character, with smaller lots and more numerous shopping centers, there will undoubtedly be a further increase in population generated by, but unrelated to, the project itself.

(c) Utilities

The agency has stated that they are aiming for a 2- to 3-year completion date. This would require concurrently complete sewage treatment and water service facilities.

At the present time, the projected treatment plant in the Pimmit Run watershed has been authorized and bonds issued on the basis of 10 persons to the acre to serve 7,500 people by the end of a 5-year period. This plant, unless substantially enlarged, would be at or beyond its initial capacity on completion. I am informed that to enlarge it now at county expense, would require revising or scrapping the present bond issue, new plans, a revised bond issue, approval of the State water control board, and a relocation of the plant, requiring a delay of at least 2 to 3 years. It could mean a trunk line to Arlington, Alexandria, or Blue Plains at considerable cost and time. The United States Engineer's Office has advised that sewage effluent could not be dumped at the site above the proposed Little Falls Dam.

The present water supply in the area is now obtained either from scattered ground water sources or purchase from Falls Church through the Arlington mains. Arlington, in turn, purchases it from the Washington Aqueduct. Arlington, by written agreement can shut off the supply to Falls Church on 1 year's notice, as they require more water. Careful population forecasts indicate this

shut-off period to be within about 5 years, at which time Arlington will need the full capacity of these mains. But it would be only 2 to 3 years away if this project and the development generated by it should be served through the Arlington mains. These mains cross the river into Arlington County at Chain Bridge. Falls Church is contemplating a new service main across the river at Little Falls, designed to connect directly with the Dalecarlia supply. However, the earliest possible completion date would appear to be 1960-62, provided funds were available—which they are not. Even then, there is a serious question if the Dalecarlia supply would be in a position to furnish the Falls Church main in excess of the normal supply estimated by 1960-65 and based on estimates made for a lower demand. In any event, all evidence points to a deficiency between supply and demand for a period of at least 2 to 4 years if the proposed installation is built at Langley.

(d) *Highways and bridges*

Present highway plans, if fully completed, would probably be satisfactory to serve this project. However, within the time schedule proposed, the following highways would have to be completed concurrently with the project, as it can now be reached only by one narrow two-lane road. Only by so doing could the site be reached within any reasonable time period during peaks.

George Washington Memorial Parkway, from Spout Run at least to the property, and preferably to Cabin John Bridge, would be required. Funds are available for this acquisition of right-of-way but it is very doubtful if these funds are now adequate in view of the speculative land values resulting from this project. The roadway would in all probability need to be six lanes instead of 4 from Chain Bridge to the site.

Routes 123 and 193 in Virginia should be double-barreled to provide adequate capacity, with six lanes on 193 from Glebe Road to Langley. The Virginia Highway Department has stated that the improvement of 123 is from 5 to 10 years away if developed on the basis of existing priorities and available funds. There is apparently no priority for the further improvement of 193.

Studies by Arlington County indicate that because of the confluence of the parkway and Route 123 at the Chain Bridge bottleneck, it would require both the parkway and 123 to be 6-lane facilities rather than the presently proposed 4, to provide adequate lane capacity for peak periods. Additional width will mean additional rights-of-way and new design plans.

This project will also necessitate a very early priority for the Cabin John Bridge and the Virginia portion of the outer belt. Neither have any priority or authorization at present.

(e) *Economics*

This section of Northern Virginia has been experiencing a sound, gradual and desirable economic development under existing plans because of the low density on large lot areas, requiring a minimum of public facilities and services and supporting a commensurate tax base. If the need for capital improvements increases excessively and rapidly, it is evident that plans, priorities and financing will have to be drastically revised.

It should be clear that neither the counties nor the State are, or will soon be, in a financial position to absorb the financial impact which can be expected within the time schedule outlined. If considered at all, it should be only on the basis of a complete and coordinated commitment of funds for these facilities and services to be made available concurrently with the appropriation for the installation itself.

In addition to this aspect, it is my considered judgment that the particular site proposed for this installation lies in one of the sections of northern Virginia least able to accommodate it in terms of existing or foreseeable access, utilities and services, or its disruptive effect upon the present character and desirable future development of the area.

ALEXANDRIA CHAMBER OF COMMERCE, INC.,
Alexandria, Va., July 13, 1955.

Hon. CARL HAYDEN,
Chairman, Senate Appropriations Committee,
Senate Office Building, Washington, D. C.

DEAR MR. CONGRESSMAN: As the Congress considers the appropriation for the new Central Intelligence Agency building, I urge strongly on behalf of the Alexandria Chamber of Commerce that this building be located in the city of Alexandria.

We in Alexandria have a site available for immediate commencement of construction. The only costs beyond that of the building would be \$200,000 for land and an equal amount for improvement of the entrance from Shirley Highway. The Alexandria site is amply provided with roads and all other utilities and its economy is outstandingly manifest in comparison with other suggested sites where site improvement would cost millions of dollars. No public objection to the Alexandria site has been made on any grounds by any person.

Recent action by the House Appropriations Committee to eliminate funds for this project appears to have been based largely upon lack of a previous site selection for the building. Let me urge upon you and your committee my conclusion that there is no compelling reason why the CIA could not be given the complete appropriation for the type of building it desires and proceed immediately to build at the Alexandria site.

Respectfully yours,

J. S. EVERLY,

President, Alexandria Chamber of Commerce.

Senator ELLENDER. How is the site you propose located with reference to Fort Belvoir?

Mr. WILLARD. I would say about 7 miles.

At this time I would like to introduce our State senator, Mr. Booth.

**STATEMENT OF HON. ARMISTEAD BOOTHE, VIRGINIA STATE
SENATOR FROM THE CITY OF ALEXANDRIA**

INTEREST IN PROJECT

Mr. BOOTHE. Senator Chavez, I am Armistead Boothe, at the present time the delegate from Alexandria to the Virginia House of Delegates. I am the Democratic nominee for the State Senate, but unfortunately in our district nomination is no longer tantamount to election.

Senator CHAVEZ. And still you want more Federal buildings.

Mr. BOOTHE. Yes, sir. As a matter of fact, I believe that this proposition is so good for the CIA and so good for Alexandria, that I would be delighted to welcome it to Alexandria. In a nutshell, Senator, there is no question about the fact that Alexandria offers the least expensive and the most adaptable site for the building. I do not believe that when the facts are examined that can be argued two ways. All facilities are available.

Secondly, the Mount Vernon Memorial Highway is to be built. This certainly is no immediate decision or thought of when the CIA building came along. Therefore, it does seem there are some grounds for saying that the selection of the Langley site will mean an additional appropriation immediately of \$8.5 million by the Federal Government.

What concerns me primarily is the burden that it is going to cast on the State of Virginia, which I do not believe has been gone into up to this time. The State Highway Commissioner of Virginia, Gen. James Anderson, has said now for over 2 years that he is falling behind at the rate of \$33 million a year merely in the upkeep of the highways which Virginia now has. In other words, he needs \$33 million more each year than he is receiving to keep up our roads as they are. That perhaps does not sound like a great deal of money to you gentlemen in the Senate, but it represents one-third of the cost of the Virginia highways today. The annual appropriation is about \$90 million a year for the entire State.

REVENUE FROM GASOLINE TAX

Senator ELLENDER. Aren't you getting a good deal more revenue from gasoline taxes by virtue of the use of these roads.

Mr. BOOTHE. We are getting from the gasoline taxes right now \$60 million a year.

Senator ELLENDER. What is that percentage?

Mr. BOOTHE. That is about two-thirds of all the operating costs. The balances comes from licenses and so forth.

Senator ELLENDER. What is your tax per gallon?

Mr. BOOTHE. It is 6 cents. The Governor recommended a 1-cent increase in the last session of the legislature which did not go through.

In addition to that fact that we are falling behind, it has been impossible to make the appropriations in such a way as to take care of the demands for northern Virginia. The greatest bottlenecks in the Commonwealth are right here. Unfortunately, for northern Virginia, the State highway system is fairly good downstate, and the legislators cannot excite themselves over making the appropriations which should be made to do away with the constrictions we have in and around Alexandria and Fairfax County at Seven Corners and many other places.

OPPOSITION TO LANGLEY SITE

It seems to me that the construction of this building at Langley will cast a staggering burden on the State of Virginia, because the beginning of the building of this one highway will be merely the beginning of what will have to be done with other roads in order to feed into it.

Senator ELLENDER. Langley is not in your senatorial district?

Mr. BOOTHE. No, sir. Alexandria is. Actually we have not in the rememberable past been able to make State appropriations adequate for Fairfax County. This will increase the burden intolerably and I don't see how the State can do it.

In Alexandria one of the confidential acts of the city council which they held in confidence for the CIA was the passing of a resolution guaranteeing \$1 million for the building of access roads. Shirley Highway is there. It has to be widened and should be widened by one width. The traffic problem will not be increased, and I respectfully differ with Mr. Wills if the building is passed there because the traffic going to CIA will be going down in the morning and coming back in the afternoon, the directions where the flow will be the lightest at those times. Therefore, we feel that should not be a problem.

This problem of the burden on the State of Virginia is something which is almost incalculable.

Senator ELLENDER. You mean if built in Langley?

Mr. BOOTHE. Yes, sir. All of the access roads which will have to be constructed, the increase in the pressure on the existing bottlenecks will be terrific. I just don't believe or I would wish that the State of Virginia would be consulted in more detail if the Langley site is adopted, if these gentlemen finally decide to go there.

I would like to say one thing, Mr. Chairman. I want the record perfectly clear. I am the attorney for Mr. Winkler. I want that to be known to this committee, because I am not here representing Mr. Winkler. I am here on behalf of the city of Alexandria.

COST OF SITE

Senator ELLENDER. Mr. Senator Elect, as I understand the matter, the CIA is getting a free site--of course, it is already owned by the Government. Why could you not interest the people there in giving the Government a free site for the building? You would cinch it then, I believe. Only about a million dollars would be involved.

Mr. BOOTHE. It is not. He is only asking \$275,000.

Senator ELLENDER. I thought Mr. Dulles said it would require \$1 million for the site.

Mr. DULLES. We only asked for a million. I said it would not necessarily require all of the million.

Senator ELLENDER. Why do you ask for more than the property costs?

Mr. DULLES. I don't know. I have not completed my negotiations. This, I believe, is for how many acres?

Mr. BOOTHE. Seventy.

Mr. DULLES. That will not be adequate. I will have to buy additional acreage. I want my land to be as cheap as possible. I am glad to have the competitors bidding against each other.

AREA NEEDED

Senator ELLENDER. As I understand you, you need at least 100 acres.

Mr. DULLES. Yes, at least.

Senator ELLENDER. How much of that will be used for parking?

Mr. WHITE. Fifty to sixty acres for parking.

Senator ELLENDER. What will the rest be used for?

Mr. WHITE. The actual building would require somewhere between 25 and 30, sir.

Senator ELLENDER. You don't mean the building will cover 25 or 30 acres.

Mr. WHITE. The building must be landscaped and whatnot that goes around the building would take that much acreage.

Mr. DULLES. I want a bit of protection around the building. I want distance between myself and the road.

Senator ELLENDER. You mean you need protection against the Virginians? What difference would a few yards more or less make if you build a fence?

Mr. DULLES. That area will be built up pretty rapidly around the Winkler or other plots. There are three plots in contemplation.

Senator ELLENDER. Couldn't you do with 70 acres?

Mr. DULLES. I think it would be very unwise.

Mr. BOOTHE. May I say something here, without attempting to debate with Mr. Dulles. I certainly do not want to do that. When Mr. Winkler was first approached, and I believe Colonel White will bear this out, I think they mentioned 40 or 50 acres. He gave them 15, and put a price of \$5,000 an acre on the balance. Then they felt that they might need 70 acres. I can say sincerely and truthfully that we did not know until this moment that CIA wanted 100 acres. I know where Mr. Winkler is.

Mr. DULLES. Mr. Winkler knew it.

Mr. BOOTHE. He knew you wanted 100 acres?

Mr. WHITE. Oh, yes.

Mr. BOOTHE. He is on vacation but he could be reached. If this is a question of CIA going to Langley——

Senator ELLENDER. That is what I suggested a while ago. You folks are coming here for the purpose of getting CIA and this committee interested. If you get busy and offer a site they want at a reasonable price, you could cinch the installation very quickly.

Mr. BOOTHE. We honestly felt we had met all the conditions.

Senator ELLENDER. And let the committee know in advance what it will cost. Then you may close the bargain within the next week, because we are going to get out of Washington in about 2 more weeks, I hope.

Mr. CHAVEZ. If you don't get sufficient land now, and you need it 5 years hence, you will not get it for \$5,000 an acre.

Mr. DULLES. That is correct.

Senator ELLENDER. I am not arguing as to the size. I conform to your judgment. It is only a suggestion that I am throwing out to these folks. I am familiar with these things out in my own area in south Louisiana. We often give a premium to get such fine businesses as will be generated by the erection of the CIA building in that locality. If you went to Louisiana, we would give you a site and water and everything else.

Mr. DULLES. Thank you, Senator.

Mr. BOOTHE. Thank you, Mr. Chairman.

(The following memorandum was later submitted:)

MEMORANDUM RE SITE OF CIA BUILDING BY ARMISTEAD L. BOOTHE

POINT I. ACREAGE AND COST

To clear up a possible misunderstanding existing at the end of the hearing on Friday, July 15, 1955, it should be pointed out that sufficient land is available at the Alexandria site to fulfill the CIA's latest request of 100 acres. Mark Winkler has offered 85 acres. This is all the acreage which the CIA has requested from Mr. Winkler. John Teunis has committed himself to an additional 12 acres, and he is willing to have the commitment increased to 15 acres.

At the time of the hearing on July 15, 1955, the total cost to the United States Government of these 100 acres was \$545,000. The CIA has never questioned the fairness and indeed, the generosity of this offer. The total price represents less than half the fair market value of the property involved as established by sales of comparable properties in this immediate area since 1953. If, however, the price element is to any degree an obstacle to the selection of the Alexandria site, I am authorized to state that the price is, of course, open to further negotiation.

POINT II. HIGHWAY FACILITIES

The location of CIA at Langley will necessitate the following:

(a) Extension of George Washington Memorial Bridge at immediate cost to the Federal Government of \$8,500,000.

(b) Chain Bridge will be overburdened. The CIA has been informed by the Highway Department of the District of Columbia Government that the location of CIA at Langley would result in an overburdening of vehicular traffic using Chain Bridge.

(c) The Virginia State highway from Chain Bridge to Langley would have to be developed into a dual highway four lanes wide at a cost to the State of \$1,200,000. The State highway department has been requested to make no other surveys of the cost of building and improving other roads in this area, which must be constructed and improved if the CIA goes to Langley.

(d) Glebe Road, a narrow, winding highway, will be overburdened and must be straightened and widened.

(e) The highway from Langley to McLean and beyond will have to be widened, straightened, and improved.

(f) The highway from Langley west toward Great Falls will have to be changed in character, straightened, widened, and improved.

The total cost to the State of Virginia would appear to amount more nearly to \$5 million than to the figure of \$1,200,000 estimated for the road from Chain Bridge to Langley. The State highway department does not have these funds and cannot, at the present time, make commitments it should make or execute as speedily as it should the commitments it has already made to northern Virginia.

The city of Alexandria has committed itself to spend the \$1 million for the auxiliary road improvements around the Federal site. Fairfax County has made no such similar commitment.

Senator CHAVEZ. Thank you, gentlemen. The committee will stand in recess until 2 o'clock.

(Thereupon, at 1 o'clock p. m., a recess was taken until 2 p. m.)

AFTERNOON SESSION, 2 P. M.

Senator CHAVEZ. The committee will be in order.
We will first hear from Congressman Vinson.

STATEMENT OF HON. CARL VINSON, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF GEORGIA

GENERAL STATEMENT

Representative VINSON. Mr. Chairman, I want to thank you for the opportunity which you have afforded me to appear before your committee today to tell you why, in my opinion, an action taken by the House Appropriations Committee is unsound, based on the facts as presented, and would be contrary to the best interests of the Navy Department, and, therefore, contrary to the best interests of our defense.

NAVAL ORDNANCE PLANT, MACON, GA.

The item to which I refer relates to the naval ordnance plant at Macon, Ga., which involves an appropriation in the amount of \$3,800,000.

I believe a brief history of the background of this installation will prove helpful in permitting you to make a considered judgment as to the wisdom of the House committee's action.

The appropriation of \$3,800,000 would permit the construction of a building at the naval ordnance plant in Macon.

Originally, the operation now carried on at Macon was carried on at two separate plants; the Macon one, and another plant at Milledgeville, Ga.

The Milledgeville plant was established in 1943, and the Macon plant in 1941. The Milledgeville plant did all the manufacturing of parts for primers, tracers, fuses, and other similar explosive components. The Macon plant, on the other hand, assembled, loaded, reconditioned, and shipped these components.

Early in 1947, the Milledgeville plant was found excess to the needs of the Navy and was leased, and in 1950 it was sold. I might say that the sale of this plant was one of the few instances where the Government's return very closely approximated the actual replacement value of the facility.

When the Milledgeville plant was leased, the Navy took about 80 percent of the production equipment and moved it to the Macon